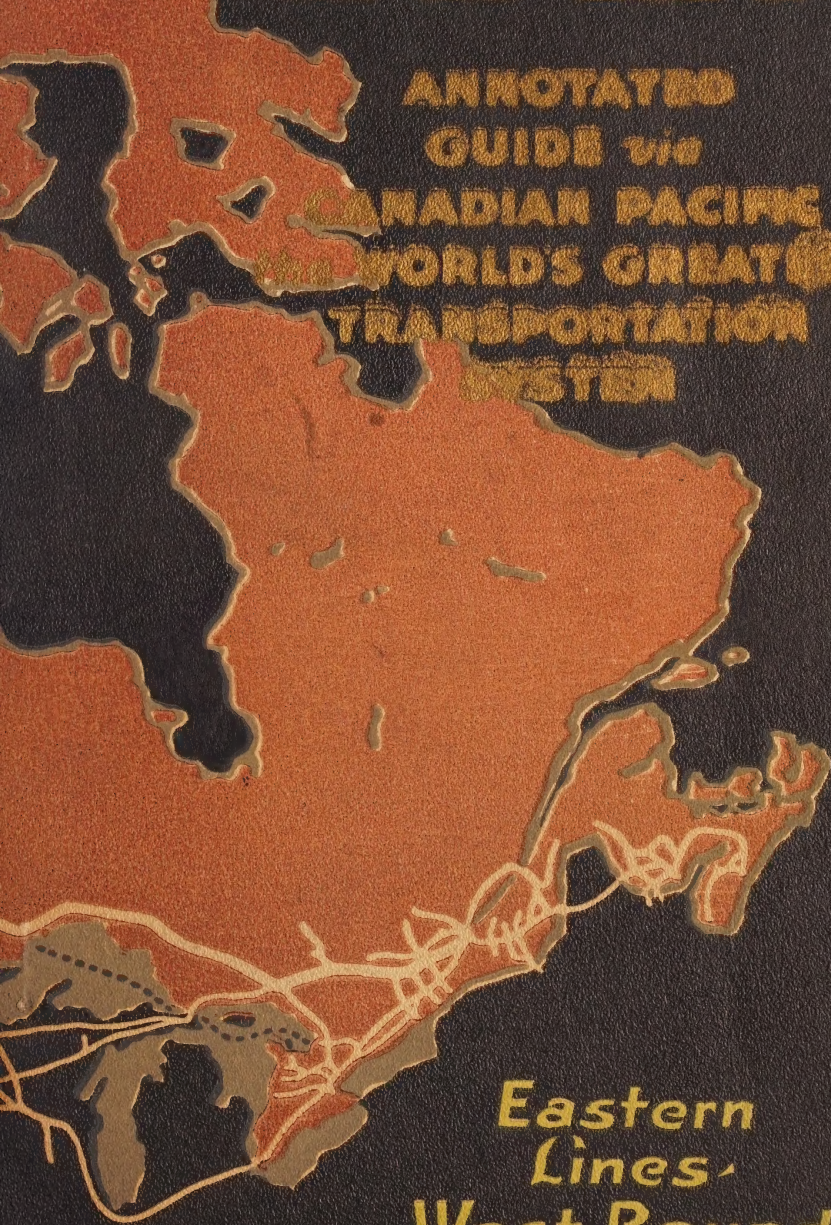


ACROSS CANADA



ANNOTATED
GUIDE via
CANADIAN PACIFIC
AND WORLD'S GREATEST
TRANSPORTATION
SYSTEM

Eastern
Lines
West Bound

Save the Forests !

Canada's timber reserves are national assets of incalculable value. To neglect to take ordinary precautions which ensure them against destruction from forest fires is to rob civilization. Quite apart from the danger to the lives, homes and property of settlers, every acre of forest burned means labor turned away, reduced markets for manufactured products, heavier taxation on other property, and higher lumber prices. Passengers on trains should not throw lighted cigar or cigarette ends from car windows. Those who go into the woods—hunters, fishermen, campers and canoeists—should consider it their duty to exercise every care to prevent loss from fire.

ACROSS CANADA

An Annotated Guide to
the Country Served by the
Canadian Pacific Railway
and its Allied Interests.

WESTBOUND

Part 1.

East of Winnipeg

East of Chicago

Canadian Pacific Railway

MONTREAL

1921

ACROSS CANADA BY CANADIAN PACIFIC

THE Canadian Pacific Railway is the world's greatest transportation system.

With a total length, including lines owned and controlled, of over 19,300 miles, it serves all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. Practically every large city of Canada is on its system. It reaches famous historic spots, wonderful holiday-making and sporting resorts, and some of the most magnificent scenery in the world.

Its steamship services reach out across the Atlantic to Europe, and across the Pacific to the Orient. Its telegraph system extends along the entire length of the railway and reaches as well every point of importance in Canada away from it. Its fifteen fine hotels set the standard for hotel accommodation in Canada. Its express system (the Dominion Express Company) has a world-wide service. Its land-settlement policy, coupled with the large areas of fertile agricultural land that it still has for sale in the west, is helping to accomplish the development of a richer and bigger Canada.

This "Annotated Guide" is a description of the Canadian Pacific system and of those systems allied or associated with it. While principally dealing with the various cities and resorts from the viewpoint of the pleasure-traveller, it also pays some attention to the industrial activities and natural resources of Canada; and while the latter information is not — because of the nature of this publication — of an exhaustive character, yet it is hoped that it will be stimulating as indicative of the potentialities of this great Dominion.

Across Canada by Canadian Pacific, from Halifax to Victoria, is a journey of over 3,600 miles; other lines amount to over fifteen thousand more. With such a vast territory to be covered, and with such a multiplicity of interest to be described, it is inevitable that a certain abridgment must be made. Other publications issued by this company enter into fuller detail concerning various parts of the Canadian Pacific system.

This Annotated Guide is issued in two parts, East of Winnipeg and West of Winnipeg. Copies of Part II, and also of the Eastbound Editions, can be obtained from porters on transcontinental trains, Canadian Pacific passenger agents, or from the General Publicity Department, Canadian Pacific Railway, Montreal.

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Halifax from the Citadel

DOMINION ATLANTIC RAILWAY

HALIFAX TO YARMOUTH: 217 miles

Halifax—(*Population 70,000*) Capital and commercial centre of the picturesque province of Nova Scotia, Halifax is charmingly situated on one of the most magnificent natural harbors of the world. It is one of Canada's two Atlantic winter ports, with an important trade to Europe, the United States, the West Indies, etc., and is also a large naval and military station. It is strongly fortified, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor. Halifax was founded in 1749, when 5000 British immigrants established themselves in an enterprise promoted by the Earl of Halifax. It speedily became a great naval station, from which campaigns were launched against the French and the "Thirteen Colonies". When the independence of the latter was acknowledged, Halifax grew suddenly by the immigration of some thousands of United Empire Loyalists.

Halifax is beautifully situated, with two large expanses of water available for all kinds of aquatic sport, Bedford Basin and the North-West Arm. Across the latter is the charming suburb of Dartmouth. Since the catastrophe of 1917, a large part of Halifax has been reconstructed. The Dominion Government is expending over thirty million dollars in the construction of new terminals, which will make Halifax one of the best equipped ports in North America. Halifax has about eighty factories, including a large oil-refining plant.

Windsor Jct. Mount Uniacke Windsor

From Halifax, the Dominion Atlantic Railway, a subsidiary of the C.P.R., crosses the peninsula of Nova Scotia and follows the western shore line of the province down the Bay of Fundy. This line traverses one of the most beautiful and romantic sections of Canada—the famous "Land of Evangeline", scene of the poetic tragedy of Longfellow. At the town of Windsor, on the banks of the Avon, we enter the sphere of the Fundy tides, for the river drains into the Basin of Minas, an arm of the Bay of Fundy. Two hundred miles distant from the mouth of the inlet, the river rises, twice a day, forty or fifty feet, and, ebbing, leaves the bed exposed. Windsor (*population 3500*) is a charming old-world town, with a very picturesque water-side; it has also, in King's College, the oldest university in the British Empire outside of Great Britain. It is a large lumber-shipping port, and has some valuable mineral deposits in the vicinity.

From Windsor a branch line runs through a succession of pretty villages to Truro, a distance of 57 miles. Truro (*population 6000*) is a delightful, thriving town in the midst of most picturesque country, and possesses one of the finest natural parks of the continent.

The correctness of the figures of populations at the different cities and towns mentioned has been checked with the latest information available, but is not guaranteed.

ent. It has an experimental farm, several flourishing industries, and in the vicinity lumber, iron and coal. Good trout fishing is to be found in the neighborhood, and in the Stewiacke Mountains there are moose, as well as grouse, ducks, and other birds. Truro is the junction point with the Canadian National Railway from Halifax to St. John (see page 8).

Hantsport Grand Pré

As we continue along the Minas shore, we gaze on fields from which mists of memory rise, for this country was the scene of the Expulsion of the Acadians in 1755. Whether or not this deed was a justifiable one from the military standpoint is, perhaps, not to be discussed at this late date; the only thing that really matters is that Evangeline endowed a beautiful country with undying graciousness of memory. Grand Pré still stands, still the attraction of thousands of visitors, and it is here, near the station, that the Dominion Atlantic Railway has now consecrated "Evangeline Park." This park, a field of some sixteen acres, is that which



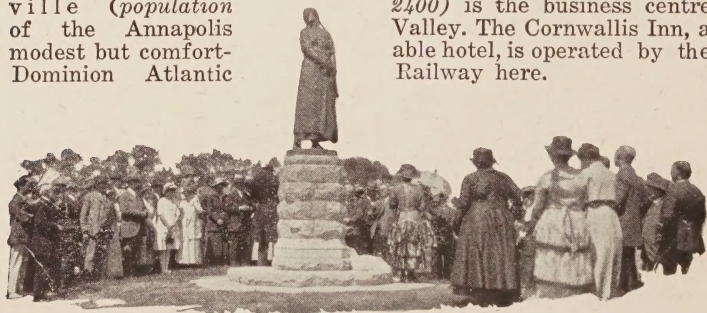
An Acadian Vista

encloses what local legend calls "Evangeline's Well"—an old-fashioned well with a pole hoist—and a row of fine old gnarled willows; more particularly, it contains a magnificent bronze statue of Evangeline, by the well-known French-Canadian sculptor, Henri Hebert, and a small chapel erected by the fraternal society of the descendants of the Acadians, La Société de l'Assomption.

Wolfville Kentville

Wolfville, a few miles further, slopes gently towards the Basin of Minas. From the heights above it one beholds a noble sweep of country extending for twenty or thirty miles in all directions. It is the heart of Evangeline Land, and before its windows unrolls a superb view. Far to the north, the rugged Cape Blomidon stands sentinel by the Basin of Minas. The surrounding country is singularly charming, with a quiet pastoral atmosphere. All this district is a famous apple-growing one, and in early summer, when the apple blossoms are out, the scene is one of great beauty. Wolfville is an old town, with two well-known educational institutions, Acadia College and Acadia Seminary. Kentville (population of the Annapolis modest but comfortable Dominion Atlantic

2400) is the business centre Valley. The Cornwallis Inn, a able hotel, is operated by the Railway here.



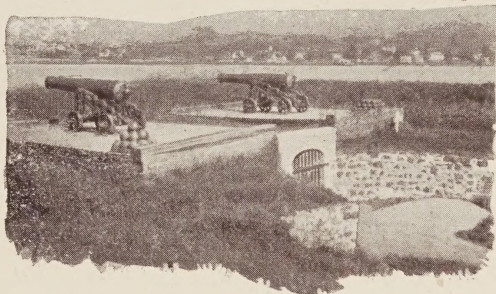
Evangeline Statue, Grand Pré

From Kentville a short branch runs north to Kingsport, on the Basin of Minas, whence steamer can be taken for Parrsboro, on the further shore. A branch also runs from this one to Weston.

Berwick Middleton Bridgetown Annapolis Royal

of Nova Scotia, is crossed. Annapolis Royal is one of the most historic towns in Canada. Built by the French, under the name

of "Port Royal", in 1606, it was some 150 years the scene of part of the long and bitter struggle between French and English for possession of the New World. From its founding until when in 1710 it passed into the hands of the English, its story is an



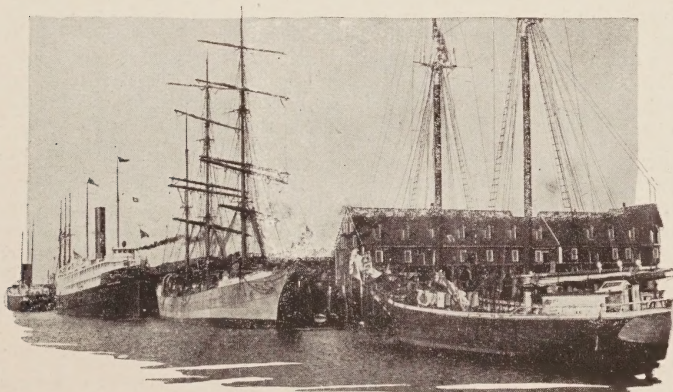
Old Fort, Annapolis Royal

endless succession of captures, re-captures, and changing masters, and even for forty years after 1710 it was in an almost continuous state of siege. The fort is still in good repair, although of course, practically useless, and is used as a museum. Annapolis Royal is the starting place for many excursions into the lake-strewn regions of central Nova Scotia, such as the Liverpool Lakes and Kedgemakoogee.

Bear River Digby

Bear River is a beautiful little village, and, with many others within easy reach, is very popular as a summer resort. It is romantically situated in a deep valley at the mouth of a small river. Bear River is famous wherever cherries are eaten. Digby is another favorite resort, providing excellent bathing, boating and sea-fishing. It is also extensively engaged in sea-fishing, and gives its name to one popular delicacy—the "Digby chicken", a kind of small herring. The Dominion Atlantic Railway operates the "Pines Hotel" at Digby during the summer months.

From Digby the Canadian Pacific steamer "Empress" provides a comfortable three-hour trip to St. John (see page 9).



Waterfront at Yarmouth



St. John

**North Range
Weymouth
Meteghan
Yarmouth**

From Digby onwards the country assumes somewhat of a different atmosphere, the scenery becoming more rugged. Weymouth is a pretty little summering place, with a fine bathing beach. Back of the line is a good hunting country. Yarmouth (*population 7200*) is the second largest lumber-exporting port in Nova Scotia. It has a somewhat English air, owing to its shipping, ship-building, its colony of ship-captains, and its hawthorn-hedge enclosed lawns. Picturesquely situated along a slope parallel with the harbor, Yarmouth looks across to bold wooded islands and wide flats which the flood tide transforms into a placid lake. From here a steamer service runs twice weekly to Boston.

**HALIFAX TO ST. JOHN AND MONTREAL:
757 miles**

(For Maps, see pages 5 and 11)

**Halifax
Windsor Jct.
Brookfield
Truro**

The all-rail route from Halifax to Montreal is around the two arms of the upper Bay of Fundy, the Basin of Minas and Chignecto Bay, over the lines of the Canadian National Railway as far as St. John. Leaving the Halifax Union Station, we pass through Bedford, at the head of the noble water called Bedford Basin. At Windsor Junction we diverge from the Dominion Atlantic and bear towards the north-east. From Truro a branch line runs to join the Dominion Atlantic Railway at Windsor (*see page 4*), while the main line of the Canadian National Railway turns east to New Glasgow, Mulgrave and the Sydneys. From North Sydney a capital steamer service connects with Port au Basques, Newfoundland.

**Londonderry
Oxford Jct.
Spring Hill Jct.
Amherst
Sackville
Painsec Jct.**

Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near Spring Hill are important coal mines, and from here a branch line extends to the watering-place of Parrsboro on the Minas Basin. Amherst (*population 11,000*) at the head of Chignecto Bay, is a handsome little city with several busy manufactures. A few miles distant are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles between British and French in the early days of Canada. Sackville has a fine college and Methodist academies, and is situated in a choice

grazing country. Railway connection is made from here to Cape Tormentine, from which Prince Edward Island is reached by a car ferry that maintains rail connection between the mainland and the island the year round. From Painsec Junction a branch line extends to Point du Chene.

Moncton—(*Population 20,000*) is situated on a bend of the Petitcodiac River in the midst of a very fertile farming region. It is one of the important centres of the Canadian National Railway, has many important industries, and is a large shipping centre for the Maritime Provinces. Within eight miles of the city natural gas has been discovered and in the same territory oil in paying quantities has also been found. An interesting feature of the river is the "bore" of the incoming tide, when the water rushes in with great force in a huge wave, often seven feet high. Moncton is an outfitting point for hunters for northern New Brunswick.

Salisbury Between Petitcodiac and Sussex is a fine farming
Petitcodiac country that affords many pretty views. Petit-
Sussex codiac is a region settled originally by Dutch
Norton Loyalists from Pennsylvania. From Norton the
Hampton line of the Fredericton and Grand Lake Railway
runs to Fredericton (*see page 12*). Hampton, on

the Kennebecasis River, is a favorite summer resort for St. John people. The valley of this river contains some of the finest farms in the province; to the east and south are found a great many small lakes, where trout are abundant. Beyond Hampton the river opens out into a deep and wide estuary of the River St. John, with both shores fringed with wooded uplands. Passing the pretty town of Rothesay, the residence of wealthy St. John people, we reach St. John.

St. John—(*Population 63,000*) is the largest city of New Brunswick. Located on the northern shore of the Bay of Fundy, at the mouth of the great River St. John, it is essentially a maritime city, the alternate winter port of Canada, and its fine docks and harbor are always interesting. It is the winter terminus of fourteen lines of ocean steamers operating to all parts of the world. It has three grain elevators, two of which, with a million-bushel capacity each, are operated by the Canadian Pacific Railway. Large extensions are being made to the harbor to provide berths for the biggest types of ocean vessels and to provide for a dry dock 1150 feet in length. St. John has many industries, including foundries, sugar refining, cotton mills, lime kilns, etc., and huge lumbering interests. The



Reversible Falls, St. John

city was founded early in the seventeenth century by the French, but its growth dates really from 1783, when five thousand United Empire Loyalists settled here. In 1877 the greater part of St. John was destroyed by fire, but it has since been rebuilt. The site of Fort La Tour, the Champlain Monument, and the Martello Tower are amongst the reminders of an historic past that still exists. Across the harbor is West St. John, reached by a steam ferry.

From St. John the Canadian Pacific steamer "Empress" makes a daily (except Sunday) trip across the Bay of Fundy to Digby, N.S. (see page 7) reaching that town in three hours and there connecting with the Dominion Atlantic Railway north to Halifax and south to Yarmouth.

WEST ST. JOHN TO ST. STEPHEN: 83 miles

West St. John
Prince of Wales
Musquash
Lepreaux
St. George
Brunswick
St. Stephen

From West St. John, on the opposite side of the harbor, an important branch line skirts the shore of the Bay of Fundy and reaches an attractive fishing and hunting region. West St. John (population 8000) has a number of interesting historical associations, and possesses a striking Martello Tower on its heights. A number of industries centre in the town, which has also the Immigration Sheds that receive incoming Atlantic ships. Musquash is a port and a lumbering centre. Lepreaux has waterpowers which will be developed for St. John. St. George (population 2000) is situated on the Magaguadavic River, which empties into Passamaquoddy Bay, and is a port of call for coasting steamers. The Magaguadavic Falls supply power for a pulp mill and several granite works, and there are lumber mills within the town and good lake and sea fishing nearby. Patronized by moose hunters and trout fishermen, Brunswick is the junction point for St. Andrews-by-the-Sea (see page 18). St. Stephen (population 3600) contains some of the largest manufacturing plants in the province, and lies at the head of St. Croix navigation. It is also the southern gateway for automobile tourists entering the province of New Brunswick. A small branch runs down to Milltown, where lumber plants and a large cotton mill are located.

Fairville
Grand Bay
Westfield Beach
Welsford
Hoyt
Fredericton Jct.

The Bay of Fundy is noted for its tremendous tides. Of these, the most marvellous is at the Reversible Falls at St. John. The St. John, flowing into the bay, has a drop of from seventeen to twenty-five feet, in a narrow gorge of great beauty; but when the tide rises, the water more than overcomes this difference of level. The salt water rises steadily and forces its way up the river bed; as it ebbs again, the half-fresh, half-salt water has to find its way out, and does so at speed comparable to that of Niagara Whirlpool.



Moose Hunting in New Brunswick

At half-tide vessels can pass safely through the falls. The railway, leaving St. John, crosses the falls by a steel cantilever bridge. The St. John River is 450 miles long and is navigable for a hundred miles; it passes through a district of great beauty and fertility, possessing rich natural resources in timber, coal, lime, gypsum, etc. We follow it through several summer resorts as far as Westfield, where it leaves us to make a big bend back to Fredericton.



Fredericton Cathedral

Fredericton Junction is the junction point for Fredericton and the northern part of New Brunswick.

Fredericton—(population 8000) is the capital city of New Brunswick, the site of a Dominion Experimental Station and the University of New Brunswick. It is rapidly gaining prominence as an industrial centre, and is a well-known base for hunters and fishermen. The moose country of Queen's County is reached in a few hours. The city is a big wool centre. It has a beautiful residential section. From Fredericton the line continues north-westerly to North Devon and Newburg, passing through a busy agricultural region that has also some very large cotton mills. At Newburg the branch from McAdam to Edmundston is joined (see below).

The Fredericton & Grand Lake Coal & Railway Co. and the New Brunswick Coal & Railway Co.'s line runs from Fredericton to Norton, passing through Minto, N.B., where there are large areas of coal lands, and where ten coal mining companies are operating. It crosses the Salmon River at the town of Chipman, and the Washademoak River at Cody's. Both these places have freight and passenger boats running to and from St. John, N.B. The line runs through heavy timber country west of Minto, and there is good hunting for deer and large game.

**Rooth
Harvey
Prince William
McAdam**

The country which we are approaching is a rugged one, full of lakes and streams and dotted here and there with little lumbering villages. The province of New Brunswick is a paradise for sportsmen; not only are many kinds of big game to be found within its borders, from the majestic moose downwards, but its countless streams teem with fish, including salmon, trout, and bass. McAdam is the central point from which vast areas of this fine sporting country can be reached. At McAdam station is a C.P.R. hotel.

From McAdam one branch runs north to Edmundston, traversing one such country, alternated at intervals by well-populated farming communities and logging areas. From Debec a small branch runs to

Houlton, Maine. Continuing to the north, we pass through Carleton County, one of the finest agricultural counties in Eastern Canada, and reach Woodstock, a prosperous little town with a population of some four thousand. At Newburg we meet the line



Lumbering, New Brunswick

from Fredericton. Beyond Woodstock is a rich agricultural area, with large fruit-growing interests and a tremendous amount of lumbering. From Perth Junction a branch line extends eastward to Plaster Rock, reaching the famous Tobique River, one of the greatest salmon-fishing regions of Canada. From Aroostook another branch runs westward to Fort Fairfield, Caribou and Presque Isle, through a big pulp-producing country. Continuing north, Grand Falls, which is at the



McAdam

head of navigation of the St. John River, has enormous hydro-electric resources, only very partially developed so far, and a big lumbering industry. Edmundston, at the end of the line, is a large town with a French-Canadian population, a fine sporting centre and again a lumbering centre.

From McAdam another branch line runs south to St. Andrews-by-the-Sea, a pretty and very fashionable seashore resort situated on Passamaquoddy Bay. As a summer resort this is not surpassed by any point on the Atlantic Coast. Here the visitor finds agreeable boating and bathing, tennis, riding, driving, a fine eighteen-hole golf course, a salubrious climate, and enjoyable social pleasures. The Algonquin Hotel—the first of the chain of luxurious Canadian Pacific Hotels that span Canada from Atlantic to Pacific—is the centre of social life at this resort. A through service from St. Andrews to Montreal is maintained in the summer. It is interesting to note that this railway is one of the oldest in Canada. It was incorporated in 1836, with the idea of being carried through to Quebec, thus to afford a through route from the Atlantic Ocean to the St. Lawrence. Construction was not, however, commenced until 1852, and the ambitious scheme fell through.

Vanceboro Danforth Mattawamkeag

At Vanceboro we cross the international boundary and enter the State of Maine. Vanceboro lies close to the beautiful St. Croix River, itself the outlet of the boundary

chain of lakes, and is an excellent point for the sportsman. The country is wild and rugged as we traverse the Maine woods. At Mattawamkeag we cross the Penobscot River. Many canoeists, descending the river from Moosehead Lake—a trip that offers great inducements in the way of fishing and attractive scenery—make this section their objective.

From Mattawamkeag the Maine Central Railway diverges to the left and runs to Portland, via Bangor and Augusta. A large number of highly popular summer resorts are in close proximity to this line and



Algonquin Hotel, St. Andrews-by-the-Sea

its branches, such as the widely-known Poland Spring House, Belgrade Lakes, etc. From Portland the Boston and Maine Railway carries the traveller to Boston, through such famous bathing beaches as Kennebunkport and Old Orchard. A through service is maintained between St. John, Portland and Boston.

**Lake View
Brownville
Onawa
Greenville
Moosehead**

The country which we traverse is one of comparative wilderness, the scenery of which is magnificent. Lake Onawa is a lovely stretch of water. At Wilson Stream the railway runs close to the base of Boarstone Mountain. Greenville Junction is on the shores of one of the grandest of all Maine waters, the well-known Moosehead Lake. This lake, forty miles long and from one to fifteen miles wide, has wild and varied scenery, its waters are well stocked with trout of great size, while in the vicinity are admirable shooting grounds where one may bag such game as moose, bear, deer and caribou. There are several hotels that offer good accommodation. From Greenville Junction steamers run to all the points of interest, including Mount Kineo and the popular hotel at its foot, Mount Kineo House. Moosehead is a small station on the lake shore, Near here the Kennebec River leaves Moosehead Lake.

**Somerset
Long Pond
Jackman
Holeb
Skinner
Lowelltown
Megantic**

We are now passing through a continuation of the same fine sporting country. From Jackman the Moose River and its chain of lakes, where game is very abundant, are easily reached. Long Lake is a link in this chain. At Megantic (*population 4100*) we enter the Province of Quebec and are thus once again on Canadian territory. Megantic (whose name is an Indian word signifying "the resort of fish") is a rare spot for campers and sportsmen. Bass and trout are plentiful, and there are moose and plenty of deer, as well as an abundance of small game. The lake, which has an altitude of 1,300 feet, is twelve miles long by from one to four wide. A steamer service connects the town with Piopolis, Woburn and Three Lakes. Twelve miles north of Megantic are Spider Lake and Trout Lake, at the former of which is located the Megantic Fish and Game Club.



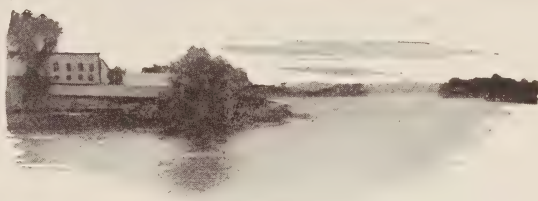
Sherbrooke

At Megantic we join the Quebec Central Railway from Levis (see page 16). Megantic is also the divisional point between the New Brunswick and Quebec operating districts of the C. P. R.

**Spring Hill
Scotstown
Bury
Cookshire
Birchton
Lennoxville**

We are now in the "Eastern Townships", an old and well-settled section of Quebec that has a very prosperous agricultural system as well as a flourishing industrial life distributed through numerous small cities. The region was originally settled by Scotch soldiers after the conquest of Canada in 1759, but these intermarried very largely with the French-Canadian inhabitants, with the consequence that one finds nowadays many French-speaking people bearing good old Highland—and also Irish—names. Scotstown and Cookshire are prosperous little towns in a fine dairying country. Lennoxville is the seat of Bishop's College and Bishop's College School—two very well-known educational institutions that give a leisured, cultured air to the town.

Sherbrooke (population 25,000) is the metropolis of the Eastern Townships. Situated at the confluence of the Magog and St. Francis rivers, it is a beautiful residential city in the heart of a very rich dairying district. It has a large industrial life, with a production of over fifty million dollars a year, deriving power from the falls of the Magog River in the heart of the city. In close proximity to Sherbrooke are a number of highly popular summer resorts.



Lake Memphremagog

From Sherbrooke the Quebec Central Railway runs north to Quebec (see page 16), while the Boston and Maine Railway affords a through route from Quebec via Sherbrooke to Boston, with the New Haven Railway connecting with New York.

Magog
Orford Lake
Eastray
South Stukeley
Foster

Leaving Sherbrooke, we travel for a while along the banks of the Magog River, passing the long and narrow Magog Lake. Magog (population 5000) is the station for Lake Memphremagog, a magnificent sheet of water thirty miles long, dotted with

many islands surrounded by rugged, heavily wooded hills, and justly popular with tourists. Its two famous mountains, Orford and Owl's Head (the former of which, 2860 feet, lies a little to the north of the track, and the latter, 2,484 feet, is about halfway down the lake) are the highest of the whole region.

From Magog, a steamer makes trips down the lake daily during the summer season, touching, according to the day, at all important points, such as the Hermitage, Bryant's Land-



Old Fort Lennox, near St. Johns

ing, Knowlton's Landing, Georgeville, Perkin's Landing, and the fashionable resort of Newport, Vermont, at the southern end. Continuing our journey we pass a smaller lake, Lake Orford.

From Eastroy branches run both north and south. That to the south runs through a rich farming district to Mansonville and North Troy, Vermont. That to the north reaches the thriving little industrial centres of North Stukeley and Windsor Mills.

From Foster other branches run north and south. That to the south reaches the beautiful little Brome Lake, which is a favorite summer resort for Montrealers. Knowlton, on the shore of the lake, is a pretty town with some good hotels, excellent bathing and boating, and some bass fishing. Here is held each year the well-known Knowlton Conference. The branch that goes north reaches Waterloo, another summer resort that has also several thriving industries, Actonvale, Drummondville, a town of 4000 inhabitants, and several prosperous smaller communities.

West Shefford
Adamsville
Brookport
Farnham

From Brookport a branch runs southeast through a beautiful agricultural country to Enlaugra, Sutton, Cowansville, Richford, and Newport. This is the route of the through service from Montreal to Boston and Port-

land. Farnham is a prosperous town on the Yamaska River,



Lachine Bridge, St. Lawrence River, Montreal

with a tobacco stemmery and some other industries. It is an important railway town.

From Farnham a branch runs south to Stanbridge, through a comely-looking agricultural country, and another north to St. Hyacinthe, a large town that has leather, woollen and machinery industries, a famous organ factory, and a number of educational and religious institutions of the Catholic faith. Beyond it is Abbotsford, St. Hugues and St. Guillaume, a large agricultural centre.

Iberville
St. Johns
St. Philippe
Delson
St. Constant
Adirondack Jct.

Iberville is a pretty little town much frequented in summer by Montrealers, situated on the east bank of the Richelieu River. This river, leading into Lake Champlain, was of immense strategic importance in the days when French and English were battling for the supremacy of North America, for by it the French could penetrate to the heart of the English settlements on the Atlantic seaboard, and vice versa. There are still remains of several old forts. Lake Champlain is a beautiful sheet of water about twenty miles south of St. Johns, spreading for many miles in a picturesque setting of high cliffs, forests and beaches, and affording fine canoeing, sailing, motor-boating and swimming. St. Johns (*population 12000*) is a busy and prettily situated town on the west bank of the Richelieu River, with numerous industries; for many years it has been a garrison town. Delson is the junction point for the Delaware and Hudson route to New York, and Adirondack Junction for the New York Central route.

Highlands
Montreal West
Montreal

At Adirondack Junction we reach the St. Lawrence River, the grandest of all Canadian waterways. To cross it the railway uses a fine steel bridge 3657 feet in length and about 60 feet above water level. This bridge, which is double-tracked, contains twenty spans, of which the two longest are 408 feet each, and has 19 piers. A little below the bridge are the famous Lachine Rapids. On the north side of the St. Lawrence we pass the pretty little village of Highlands, and then cross the Lachine Canal (used by vessels to overcome the dangers of navigation in the Lachine rapids) by an electrically operated swing bridge that opens to permit the passage of canal traffic. From here we turn east, pass through Montreal West, and in a few minutes are in Montreal (Windsor Street Station).

SHERBROOKE TO QUEBEC

Quebec Central Railway: 143 miles

(For Map, see page 11)

Sherbrooke

From Sherbrooke the Quebec Central Railway runs north, serving the choicest portion of the immense area of arable and mineral land that lies south of the

St. Lawrence River. The main line runs from Sherbrooke to Quebec, and branches from Megantic to Tring Junction. Originally intended as a colonization railway, this line has become part of the trunk line between Quebec and Portland, Boston and New York. It forms, via the Canadian Pacific Railway and Megantic, a short line between St. John and Quebec. Through services, with dining, parlor and sleeping car accommodation, are provided over these routes.

East Angus
Garthby
D'Israeli
Coleraine
Black Lake
Thetford Mines
East Broughton

Leaving Sherbrooke and following the St. Francis River, the first point is East Angus, where one of the largest paper-mills in Canada is located. At Weedon are the largest copper mines east of the Great Lakes. Garthby and D'Israeli are pretty villages on the shores of Lake Aylmer. From here we enter the Thetford district,

the principal seat of the asbestos mining industry of the world. These mines constitute one of the most prosperous industries in the Dominion of Canada, and are the chief factor in the control of the asbestos industry, the production aggregating 90 per cent. of the world's consumption.

Coleraine, Black Lake (which has also valuable chrome iron deposits), Thetford



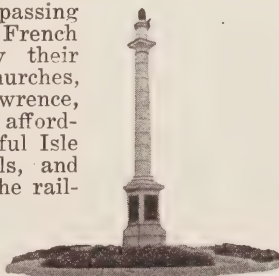
Asbestos Mill

Mines, Robertson, Leeds and East Broughton are the principal points at which mines are situated. Asbestos is mined in pits, a fine view of which can be obtained as we pass. Thetford Mines are the headquarters of this industry.

Tring Jct.
Valley Jct.
St. Anselme
Harlaka Junction
Levis
Quebec

Tring Junction is the junction for the branch from Megantic, which forms a through route to St. John. From Valley Junction another branch extends to St. Joseph, Beauceville, St. George and on to Lake Frontier through an extensive lumbering region. The Chaudiere Valley,

through which we now pass, affords a panorama of highly cultivated fields extending for miles, as far as the eye can reach, which in autumn, with the golden lines of harvest time, present a picture of matchless beauty. The Chaudiere Valley was the route by which Benedict Arnold reached Quebec in 1775. Next passing through a succession of typical French Canadian villages, conspicuous by their white cottages and ever-recurring churches, we begin to approach the St. Lawrence, which presently bursts into sight, affording magnificent views of the beautiful Isle of Orleans, the Montmorency Falls, and Quebec. Levis is the terminus of the railway, and Quebec is reached by ferry, but a cut-off is under construction to the Quebec Bridge that will eventually afford entrance into Quebec. (For description of Quebec see next page,



Wolfe-Montcalm Monument,
Quebec



Chateau Frontenac and Dufferin Terrace, Quebec

QUEBEC TO MONTREAL: 172 miles

(For Map, see page 11)

Quebec Quebec (population 120,000) was the cradle of New France and of the civilization that now extends from the Atlantic to the Pacific. The grandeur of its site, the beauty of its scenery, and the poignancy of its checkered history endow it with a special appeal to the people of all North America. The city occupies the base and summit of a lofty crag projecting into the St. Lawrence River. It was discovered in 1535 by Jacques Cartier, of Brittany, the exact place where he wintered being marked by a monument at the junction of the St. Charles and Lorette Rivers. In 1608 Champlain founded the city. Quebec became the stronghold of Canada, until captured by the British under Wolfe, in 1759, after one of the most celebrated fights in history.

The city retains much of its old French tradition. The architecture of the city is French, with some buildings of the eighteenth century which no vandal hand has attempted to destroy, others more modern but carefully built in an artistic attempt to duplicate the essentially French strain of the old. Then the quaint older part of Quebec, with its steep cobbled streets, its confusion of high gabled roofs, its quiet alleys bringing one suddenly to a dim historic spot, its convents, its churches, its monks, its habitants, its leafy squares and countless statues, have an individuality which cannot be duplicated elsewhere on the continent.

Quebec has some sympathetically conceived hotel in the world, reproducing in every stone of its irregular shape, towers and cupolas the architecture of an eighteenth century French chateau. This is the Chateau Frontenac, a large structure on the very verge of the upper town, com-



The Old Ramparts, Quebec

manding magnificent views over the broad St. Lawrence. Internally, the hotel is conducted on a scale commensurate with the notable service of the Canadian Pacific Railway, of whose trans-continental chain of hotels it is one. In front of the hotel runs the fine Dufferin Terrace, a famous quarter-mile board-walk named after a celebrated Governor-General of Canada.

Amongst the charming excursions within a short distance of Quebec is that to Ste. Anne de Beaupre, which is reached by an electric line in about an hour's ride. Here is situated one of the most famous shrines of the New World, with remarkable curative powers.

Quebec has some large industries, chief of which is the shoe industry. It is also a very important port, for several trans-



Ste. Anne de Beaupre

Atlantic lines dock here, including the liners of the Canadian Pacific Ocean Services. The city is well served with railways, and in addition to those which follow the north shore of the river, it has, at Levis, on the south side of the river, the Quebec Central Railway, giving access to the Eastern Townships, Boston, New York and St. John. (See page 16.)

St. Malo
Lorette
Belair
Pont Rouge
St. Basile
Portneuf
Lachevrotiere
Grondines
La Perade
Batiscan
Champlain
Piles Junction

Leaving Quebec, we pass through a number of ancient settlements, originally seigneuries fronting upon the St. Lawrence. Frequent rivers tumble down from the hills and so supply these villages with abundant water power. The fishing in these useful streams is not to be despised, and one of them, the Jacques Cartier, is a noted salmon river. All the villages are quaint and picturesque, and French is the universal language. Lorette is mainly a settlement of Christianized Huron Indians, founded two hundred and fifty years ago.

Portneuf (*population 2000*) is on the Portneuf River, thirty-five miles from Quebec. It is a thriving factory town, deriving power from the Shawinigan Power Company, and operates several paper mills.

From Piles Junction a branch runs north to St. Maurice, St. Narcisse and Grandes Piles, through a country which produces an enormous amount of lumber. This country, through which the St. Maurice River flows, is also a remarkably attractive one for the sportsman, for the numerous streams are well stocked with fish, especially the gamy speckled trout, while moose are plentiful. A small branch also runs from Piles Junction down to Cap de la Magdeleine, which has another well-known shrine.

Trois-Rivieres—Three Rivers, to give the city its English equivalent, is so called because it is situated at the triple mouth of the St. Maurice. This city is at the head of tide water in the St. Lawrence. It was founded in 1634 and played an important role in the early history of Canada. Three Rivers has a fine harbor and can accommodate any sized vessel afloat. The city has important Catholic institutions, and is the centre of the paper, pulp and lumbering industries of the region. It has six large lumber mills, a cotton mill of 75,000 spindles, four iron foundries, shipbuilding plants, steel foundry, woodturning plant and others. Three Rivers is the shipping centre of a large agricultural district, while the city itself numbers a population of 32,000.

From Trois-Rivieres a branch line extends northward to Shawinigan Falls and Grand' Mere, along the west shore of the St. Maurice River. The falls near Shawinigan Falls are 165 feet high, and can develop 200,000 horse-power. This electric power is widely used in

the various industries of the town, prominent amongst which is the pulp and paper industry. The town has a population of 11,000. Grand' Mere (population 7000) has also enormous water-power resources and a big pulp industry.

**Point du Lac
Yamachiche
Louiseville
Maskinonge
Berthier Jct.
Lanoraie**

The route to Montreal lies across the lowlands which stretch between the St. Lawrence and the hills lying at constantly increasing distances from it. This plain is cut into the long narrow strips characteristic of French-Canadian farmlands. There are two reasons for the peculiarly shaped farm. One is that the continual sub-division of bequeathed estates left no alternative, the other is that a water front was absolutely necessary to each

farm so they extended in long strips, thus giving each farmer a narrow frontage on the river. The hypothesis is fully justified in either case. All along one is struck by the conspicuous part the church and its allied interests play in village life. Everywhere the church and the presbytery are the most

prominent buildings in the compact little villages one flies past so quickly. Louiseville is near the St. Leon Springs, which have some repute owing to their saline waters. From here one catches a glimpse of the Lake St. Peter.



An old French-Canadian Village

Berthier Junction is the station for a populous river-landing of the same name, reached by a small branch. From Lanoraie another branch runs north to Joliette, St. Felix, and St. Gabriel, through a rich agricultural country. St. Gabriel, on Lac Maskinonge, is a well-known summer resort with very fine fishing, principally for that giant of Canadian waters, the "lunge".

**Lavaltrie
L'Epiphanie
Mascouche
Terrebonne
St. Vincent de Paul
St. Martin Junction
Mile End
Montreal**

At Terrebonne (population 2300) the Riviere des Mille Isles, one of the two forks of the Ottawa River is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, in railway bridges, and other heavy masonry. St. Vincent de Paul has a somewhat sinister appearance, for the provincial peni-

tentiary is situated here. At St. Martin Junction we meet the line from the Laurentian Mountains (*see below*) and then cross the Back River to the Island of Montreal. Between Mile End, the station for the northern suburbs, and Place Viger Station, we pass on the left the large Angus Shops of the company, covering an area of 200 acres. Place Viger Station adjoins the company's hotel of the same name.

MONTREAL TO MONTLAURIER: 158 miles

**Montreal
Mile End
Laval Rapides
St. Martin Jct.
Ste. Rose
Ste. Therese
St. Janvier**

Within easy reach of Montreal lies a most delightful summer resort, the beautiful Laurentian Mountains. The train leaves the Place Viger Station, and strikes north across the Island of Montreal. In a few minutes the broad and rapid Back River (or Riviere des Prairies) is crossed and we

are on a smaller island, the Isle Jesus. St. Martin Junction is the diversion point for the line to Quebec. Ste. Rose is a charming summer colony on the shore of the Riviere des Milles Isles, after crossing which we are on the mainland. St. Therese is a quaint little French-Canadian town from which branches runs west to Ottawa and St. Eustache and east to St. Lin, a prosperous little agricultural town.

St. Jerome
Shawbridge
Piedmont
Ste. Adele
Ste. Marguerite
Val Morin

is a pleasant little village on the shores of Round Lake, about a mile from the station. Ste. Marguerite is a very popular

point, from which Lac Masson, Lac Charlebois and Lac des Isles — to mention only the biggest of about eighteen Lakes — can be reached to the east, and Lac St. Joseph to the west. Val Morin lies on Lac Raymond, the site of numerous

summer cottages, and with a very charming setting. This whole Laurentian region is one of mountain, lake, forest, and river, with excellent fishing, bathing and boating, a gay social life, and good hunting in the fall.



Fishing near Labelle

Ste. Agathe
Ivry
St. Faustin
St. Jovite
Lac Mercier

Ste. Agathe is another very popular resort. Within a distance of eight miles one may find thirty-three lakes, of which the picturesque Lac des Sables is the nearest. Further away is Lac Archambault, a somewhat wilder resort. Ivry, a fashionable summer colony, gives access to

Lac Manitou, site of a well-known fishing club. St. Faustin is a very attractive resort on the shore of Lac Carré (Square Lake), within easy reach of Lac Superieur, Lac des Quenouilles, and others. St. Jovite is a pretty town from which Lac Ouimet, which has a large summer settlement, is reached. The railway skirts the eastern shore of Lac Mercier, which has a fine bathing beach. Overshadowing it is Mont Tremblant, the highest mountain in the Laurentians (2474 feet), which is said by the superstitious to tremble at certain hours. At its foot is the beautiful Lac Tremblant. This region is a fine trout and pike fishing one.

Labelle
Annonciation
Bellerive
Nominingue
Hebert
Barrette
Mont Laurier

Labelle is named after Father Labelle, the missionary priest who was the pioneer of this whole section. From here on we traverse a somewhat wilder region, with a sparse population and with lumbering as the principal occupation. Near Nominingue we pass big and little Lacs Nominingue, the latter of which, 35 miles in circumference, is the biggest in

the Laurentians. Although not so popular a summer resort as those which we have already passed, it is well-known to fishermen. The thirty-five miles between Nominingue and Mont

Laurier are almost a sealed book except to the lumber-jack. The railway curves tortuously through a wildly picturesque country, past countless lakes and streams, well stocked with a variety of fish. Mont Laurier, the terminus of the line, gives access to a fine territory offering numerous attractions—fishing of the very best, camping, and hunting. Lac des Isles, nearby, is dotted with twenty-seven islands on which many summer homes have been established.

MONTREAL TO OTTAWA, Via North Shore: 120 miles

Besides the main line, the Canadian Pacific Railway operates a branch which links up the old towns and villages on the north shore of the Ottawa River with Montreal and Ottawa.

Montreal
Mile End
Ste. Therese
St. Augustin
Ste. Scholastique
Lachute

This line leaves Place Viger Station and follows the same route as the Quebec subdivision as far as St. Martin Junction. At Ste. Therese the Laurentian branch leaves the common road, and from thence the North Shore Line proceeds in a western direction. From Ste. Therese a short branch runs down to St. Eustache, a popular summer resort on the north branch of the Ottawa River. The railway skirts the river, now coming quite close, again drawing away so that one moment our eyes rest on the leafy green of the forest trees and they next catch a glimpse of the silvery Ottawa. Lachute, one of the most important towns between Montreal and Ottawa, is the centre for all the little lumbering towns in the district. Its population is 2,400; it has several factories connected with the lumber trade. Lachute is well known as a training centre for school teachers.

Staynerville
Calumet
Fassett
Papineauville
Plaisance
Buckingham Jct.
East Templeton
Hull
Ottawa

The trees about here are especially lovely, and at Calumet, where the railway crosses the River Rouge, the scene is very pretty in an unpretentious style. Buckingham Junction (*population 3800*), is the station for Buckingham, a few miles up the River du Lievre. As is usual in this vicinity, most of the industries are directly dependent on the lumbering trade, but in the neighborhood there are phosphate and plumbago mines as well as mica, all of which are worked. There is abundant electric power available. Between Gatineau station and Hull the line crosses the Gatineau River, whose valley is one of the most beautiful in Canada. Hull is separated from Ottawa by the Ottawa River, which is crossed by means of a fine bridge. Like all the cities and towns in this part of the country, Hull's prosperity depends largely on the lumber industry. Every spring

enormous quantities of logs come floating down the Gatineau and these are converted into lumber in the various sawmills of Hull. Its population (*32,000*) is mainly French-Canadian.



Chaudiere Falls, Ottawa

NEW YORK AND MONTREAL

Adirondack Route, via New York Central: 469 Miles

Is by the New York Central, up the east shore of the picturesque Hudson River to Albany, N.Y.; thence via Utica and the attractive summer resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into the Windsor Street Station at Montreal. This trip may be pleasantly varied in summer by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above.

NEW YORK TO MONTREAL: 384 miles

Delaware and Hudson Route

Another route is by New York Central to Troy, thence by the Delaware and Hudson Railroad via Saratoga Springs and the west shore of Lake Champlain. This route can be varied in summer via steamer through Lake George and Champlain at an expenditure of about twelve hours' time and a slight additional cost in price of ticket.

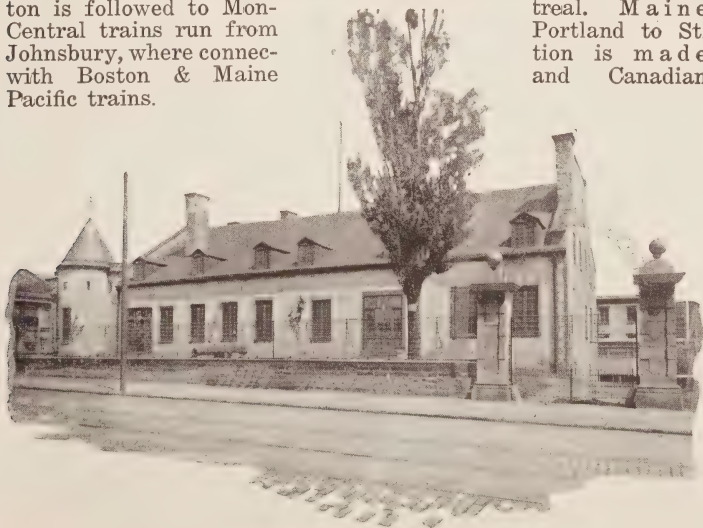
BOSTON AND MONTREAL: 340 miles

From Boston there is a through service by Canadian Pacific trains. The route traverses the most interesting parts of New England, skirts the White Mountains of New Hampshire, and runs through the rich valleys of Northern Vermont, with the Green Mountains in view, and along Lake Memphremagog, and through the English settled portions of Southern Quebec to Montreal, crossing the St. Lawrence by the Canadian Pacific bridge, just above the city, and stopping at the Windsor Street Station.

PORTLAND, MAINE, AND MONTREAL: 282 miles

Via the White Mountains

From Portland, the route lies through Southern Maine and Central New Hampshire, entering the famed White Mountains at North Conway, and crossing the startling Crawford Noth to Fabyans and Lunenburg, and thence to St. Johnsbury, Vt., from which the same route as from Boston is followed to Montreal. Maine Central trains run from Portland to St. Johnsbury, where connection is made with Boston & Maine Pacific trains.



Chateau de Ramezay, Montreal

MONTREAL TO SUDBURY: 439 miles

Montreal Montreal, chief city and commercial metropolis of Canada, is situated on an island formed by the St. Lawrence and Ottawa Rivers, on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. It not only enjoys the distinction of being a great ocean port nearly a thousand miles inland, but in point of foreign commerce is the second port in North America. The city is 150 miles above salt water, but is 315 miles nearer to Liverpool than is New York. The broad St. Lawrence forms a highway upon which large ocean-going steamers can safely ascend to Montreal, which has nine miles of fine wharves of concrete, vast warehouses, five huge elevators with a total capacity of over ten million bushels, and a large floating dry dock.

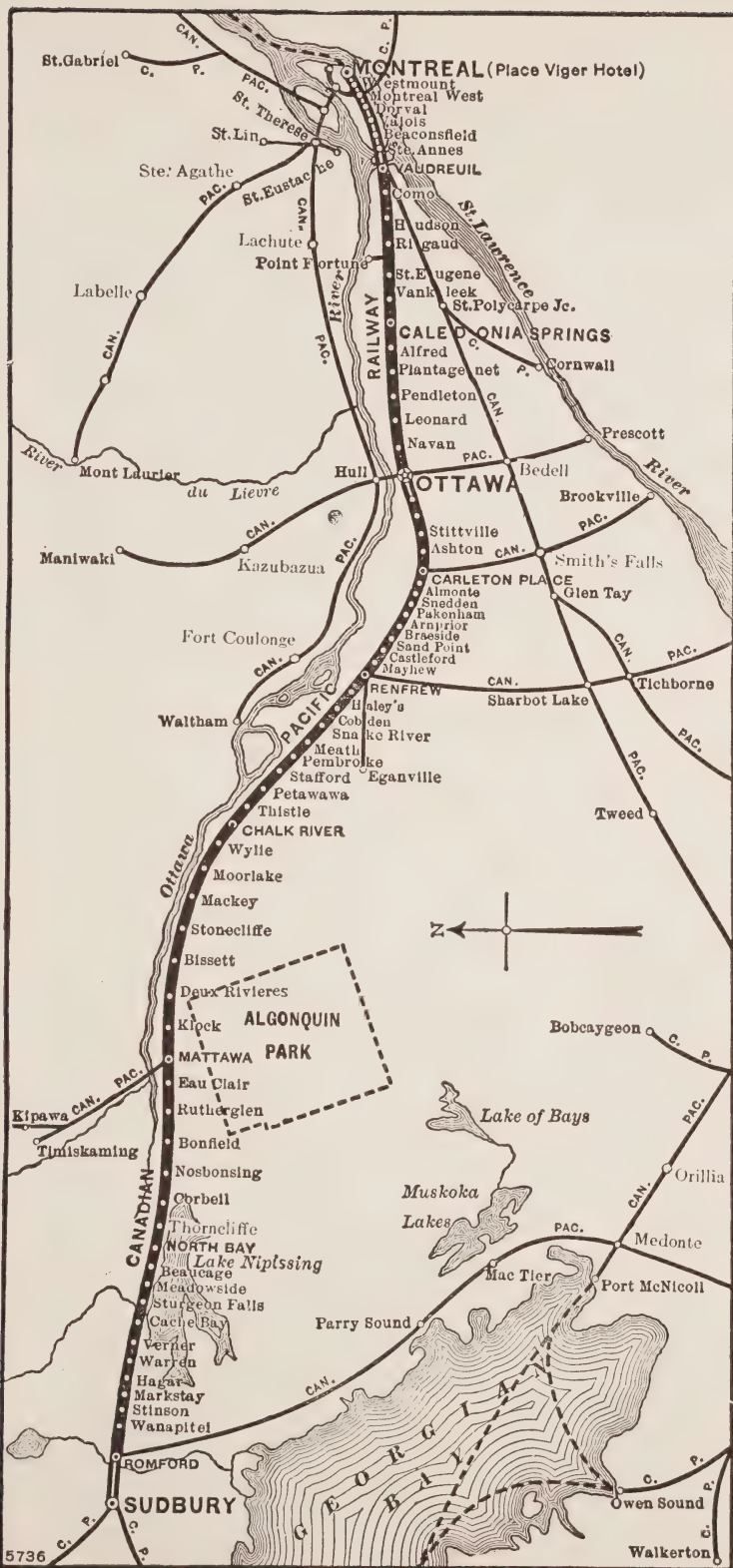
The city has a far-reaching trade and great manufacturing establishments. But although it is one of the busiest cities in Canada, it has a very historical atmosphere, and confronts the visitor at many points with links with the great past. The city, established as a trading post 250 years ago, was, for a number of years, the focal point in the struggle between the French and the Indians, and later between the French and British. It was the last place yielded by the French in 1760. The Chateau de Ramezay was the official residence of the French Governor, and, preserved now as a museum, is the repository of a very valuable collection of historical documents, pictures, and curiosities.

Prominent from every part of Montreal is Mount Royal, a large and beautiful public park. From the Look-out a wonderful panoramic view of the city and river can be obtained. Nestling in the shelter of the mountain is McGill University, one of the most famous educational institutions of this continent. The Université de Montréal ministers to the French-speaking population. The population of Greater Montreal is 900,000, three-fifths of whom are French-speaking; indeed, Montreal is the fifth largest French-speaking city of the world. Throughout the city are numerous handsome buildings maintained by religious bodies, such as churches, convents and hospitals. Notre Dame, on Place d'Armes, is the largest; this fine church can easily accommodate ten thousand people. St. James Cathedral, facing Dominion Square, is a replica of St. Peter's at Rome.

Montreal is the headquarters of the Canadian Pacific Railway, the greatest transportation system in the world. Windsor Street Station is a huge grey stone building rivalling in architectural interest any of those in the city. It has eleven tracks, a large concourse, magnificent waiting rooms, restaurants, etc., and several floors of offices above. In the east



Windsor Street Station, Montreal



MONTREAL TO SUDBURY

end of the city are the company's Angus Shops, the largest on the continent, with the most modern equipment for locomotive and car building and repairing. They cover an area of 200 acres, employ 8,000 men, and can turn out a complete passenger and freight train every day.

Among its many good hotels, Montreal has the Place Viger, erected and operated by the Canadian Pacific. This imposing structure is named in honor of the first Mayor of Montreal, and faces the quiet and graceful square of the same name, about $1\frac{1}{2}$ miles from Windsor Street. It is only a few minutes' walk from the business portion of the city and the steamship docks. From the Place Viger Station, at the rear of the hotel, trains start for Quebec, the Laurentians, the North Shore of the Ottawa River, etc.



Locomotive Erecting Shop, Angus Shops

**Westmount
Montreal West
Dorval
Beaconsfield
Ste. Annes
Vaudreuil**

All transcontinental trains depart from Windsor Street Station, and run through to the Pacific Coast without change. The railway lines through the city are on a high stone viaduct until Westmount is reached, and thence through charming suburbs.

Westmount is a beautiful residential section on the slopes of Mount Royal. At Montreal West the lines to St. John, Halifax, New York, Boston and Portland diverge and cross the St. Lawrence by a steel bridge (*see page 16*). Just west of Montreal West is Sortin, distributing point for freight entering Montreal. A little further the river expands into Lake St. Louis, along whose shores are a succession



Place Viger Hotel, Montreal

of villages exceedingly popular as summer resorts—Lachine, Dorval, Pointe Claire, Beaconsfield, Ste. Annes, etc. Lachine is closely linked with Canadian history; it was the scene of a most bloody massacre in 1689, it was the point of departure for early trading and military expeditions, and its very name is reminiscent of the obsession of a pioneer explorer, that he had at last reached China. Dixie is the site of the Royal Montreal Golf Club, Beaconsfield of another big club; Dorval has fine racing tracks. Ste.

Anne de Bellevue lies at the extreme end of the Island of Montreal at the confluence of the Ottawa and St. Lawrence rivers. Here is situated Macdonald College, where courses in practical agriculture, domestic science,



Macdonald College, Ste. Anne de Bellevue

and pedagogy are conducted. Surrounding the buildings are well-cultured fields and experimental plots. On the opposite side of the track is a large military hospital. Ste. Anne's is interesting to students of literature, for it was here that the poet Moore wrote "The Canadian Boat Song". The railway crosses the Ottawa River by a fine steel bridge, directly under which are the locks which lift steamers traversing the river over the rapids. Isle Perrot lies in the Ottawa River, which is shortly crossed again before reaching Vaudreuil.

From Vaudreuil the Toronto line diverges toward the south and west (see page 34).

Hudson Rigaud

Above Ste. Anne's the Ottawa River expands into the Lake of Two Mountains, which the railway skirts for several miles and on whose shores are the fashionable summer resorts of Como, Hudson Heights, and Rigaud. On the opposite shore of the lake stands the Trappist monastery of Oka, whose silent inmates are largely engaged in agriculture and dairying. Rigaud Mountain, seen on the left, is sharply contrasted in its rocky bareness with the luxuriant vegetation of the surrounding country. Legend describes it as "the Devil's Playground". From Rigaud a branch line runs to the summer resort of Point Fortune, seven miles north on the Ottawa River. Directly opposite, on the other side of the river, is the village of Carillon, in which a memorial indicates the point where Dollard des Ormeaux and a little band of French-Canadian heroes withstood in 1660 the attacks of an army of Iroquois—one of the finest episodes in early Canadian history. Five and a half miles beyond Rigaud the train crosses the boundary between Ontario and Quebec.



**Vankleek
Caledonia Springs
Pendleton
Hammond
Navan**

Vankleek is a thriving village with various sawmills and other industries depending on the lumber trade. Caledonia Springs, in the centre of a fine farming district, is widely known because of the medicinal value of its waters, which are now bottled by the Caledonia Springs Company. The villages beyond Caledonia Springs are of tender years as yet; they sprang into existence when this section of the Canadian Pacific Railway was constructed. The train skirts the Rideau Canal before it reaches Ottawa. This canal connects Ottawa with Lake Ontario at Kingston, and the train follows its banks to the Union Station, in the heart of the city.

Ottawa The capital of the Dominion of Canada stands at the junction of the Rideau and Ottawa Rivers, the picturesque grandeur of its site being second only to that of Quebec. Ottawa is the residence of the Governor-General, the meeting place of the House of Commons and the Senate, and the headquarters of the Government administrative departments. The Parliament Buildings, the first foundation stone of which was laid in 1860, were partly destroyed by a disastrous fire in 1916, but the reconstructed central building, which has just been completed, is a magnificent pile that fitly replaces it. Rideau Hall, the Governor-General's house, is a charming residence within the city limits that is the centre of much of Ottawa's brilliant social life. Amongst the many interesting places that Ottawa has to visit are the Royal Mint and the Victoria Museum, but by no means less engrossing are the many lumber mills in the lower town, through which pass the thousands of logs floated down the Gatineau and other tributaries of the Ottawa River. Because of the wonderful water-power furnished by the Chaudiere Falls, which here interrupt the navigation of the Ottawa River, these mills can easily handle all the lumber from its large tributary districts. The city stands on high ground, and has a large mileage of well-laid driveways as well as many beautiful parks, of which one of the finest is Major's Hill Park, overlooking the river. From here a beautiful panoramic view of the river, the city of Hull, and the dark blue Laurentian Mountains in the background can be obtained. Near Ottawa are many popular summer resorts. The population of the city is 127,000, which is, of course, considerably augmented during the legislative seasons.

Ottawa to Sudbury continued on page 30



Parliament Buildings, Ottawa

OTTAWA AND MANIWAKI: 82 miles*(For map, see page 25)*

Ottawa
Hull
Chelsea
Cascades
Wakefield

From Ottawa a branch line runs north through the beautiful Valley of the Gatineau, one of the most widely known summering places in the Province of Quebec. Crossing from Ottawa to Hull, one enters the valley, which almost from here takes on the appearance characteristic of the whole. Low rolling hills on the one hand, and on the other the silvery Gatineau, with "dead heads" here and there serving to remind the traveller that the river carries one million logs to the mills at Ottawa every season. Chelsea sees a large number of commuters leave the train, for a short bus ride from the station are the well-known resorts of **Kingsmere** and **Meach's Lake**.



Chutes Paugan, Gatineau River

Kirk's Ferry, Cascades, Farm Point and Wakefield are popular summer resorts, with good bathing, in the midst of a good agricultural territory.

Alcove
Kazubazua
Gracefield
Blue Sea
Burbidge
Maniwaki

The railway line twists and turns with the windings of the river. Though summer gives the traveller but scant idea of the enormous activity of the lumber trade which brings the shantymen from far and near to spend the long winter months in the forests which clothe the Laurentian hills to their rounding summits, history tells us that even in the days of the "voyageur" lumbering was the industry of the Gatineau Valley. To-day, with the improvements made by modern ingenuity, it still holds first place; and though to the outsider the Gatineau Valley is a place to spend long, happy summers, to those who know it represents untold wealth and untiring effort. At Kazubazua is one of the best trout streams in the Gatineau district. Gracefield is a thriving village that is the point of entry to the hunting and fishing territory of the Pickanock, which is also accessible from Fort Coulonge on the Waltham branch.

From Castor on, the stations are exceedingly close together, being nothing more or less than various convenient stops on the shore of Blue Sea Lake. This lake is as blue as the Italian lakes, and here and there one catches a glimpse of the pretty summer homes that line its edge. Burbidge is the most northerly station on Blue Sea Lake, but before the train covers the last ten miles of its run we see Castor Lake on the other side of the track. Maniwaki is exclusively a lumbering town, but is very beautiful withal, from the moment one catches sight of its silver church tower, crosses the Cardinal and Rouge Rivers by their picturesque bridges, and admires the pretty summer homes on the river front. Beyond Maniwaki are several points of interest and excellent fishing waters.

OTTAWA TO WALTHAM: 80 miles*(For Map, see page 25)*

Ottawa
Hull
Aylmer
Quyon
Wyman
Shawville
Campbell's Bay
Fort Coulonge
Waltham

From Ottawa an important line crosses the river and follows for a considerable distance the north shore of the Ottawa River, reaching the Waltham district. This region, like the Gatineau, is a great lumbering one; it is also a fine sporting country that affords excellent fishing. Aylmer, on Lake Deschene, is a popular summer resort for Ottawans. Quyon, one of the oldest settlements of the district, has back of it many lakes and

streams offering fine fishing. The surrounding country is a rich and productive agricultural one, with Shawville as one of the principal centres. Between Shawville and Campbell's Bay is a very beautiful valley, consisting of rolling downs dotted with large farm-houses. Campbell's Bay, facing Calumet Island, has fine pike, pickerel and bass fishing. Fort Coulonge is prettily situated at the junction of the Coulonge and Ottawa Rivers; the Ottawa is very calm and narrow here, and one may ferry across to Pembroke, on the main line (see page 31). Waltham is within a short distance of some wonderful fishing waters, as well as being near Fort William, the summer resort opposite Petawawa.



Lumbering

OTTAWA TO PRESCOTT

From Ottawa a branch line runs to Kemptville, Bedell (on the Montreal-Toronto line), and Prescott, on the St. Lawrence River. Through trains from Ottawa to Toronto are run daily over this line via Bedell. For description of route, see page 34.

OTTAWA TO SUDEURY (Continued)

Hull
Hull West
Stittville
Ashton
Carleton Place

Across the river from Ottawa is the smaller city of Hull, which is also in the province of Quebec. The railway crosses the river by the Royal Alexandra Bridge. Hull (*population 32000*) is actively engaged in the various industries arising from the lumber

trade. The train again crosses the river about two miles upstream. Britannia is a popular summer resort for Ottawa people, who take advantage of its proximity to the city by making it their home. As the railway follows the south bank of the Ottawa river for some distance the traveller is much interested in the enormous quantities of saw-logs held in "booms" for the use of the mills below. Carleton Place (*population 3900*) has railway workshops, woollen factories, and other industries. One mile away is Mississippi Lake, offering good fishing.

From Carleton Place a branch line runs to Smith's Falls (on the Montreal-Toronto line) and Brockville on the St. Lawrence River. For description of route, see page 36.

Almonte
Pakenham
Arnprior

Still following the beautiful Ottawa Valley, the line takes a north-westerly direction after leaving Carleton Place. All this section, to Pembroke and beyond, is a well-cultivated farming district.

The large, clear streams which rush down from the west to meet the Ottawa offer as good fishing as does the larger river,

maskinonge, trout and bass being common. The towns along the railway are frequent and busy, and at many points favorable to the establishment of sawmills due advantage has been taken of the fact. Almonte (*population 3000*), has large woollen mills, iron works, and other industries, with a large supply of water power available. The town is beautifully situated in the midst of a prosperous farming community. Pakenham and Arnprior are important manufacturing points. Arnprior (*population 4700*), situated at the confluence of the Ottawa and Madawaska Rivers, has large sawmills, the largest lumber yard on the continent being located here. In addition to developed water power, there is over 250,000 h.p. within ten miles of this town as yet undeveloped.

**Braeside
Sand Point
Renfrew**

Renfrew is a thriving town on the Bonnechere River eight miles from its confluence with the Ottawa, with a population of 6,500. The town has flour mills, and other industries, and deposits of graphite and molybdenite in the vicinity.

From Renfrew a branch line runs to Kingston, on the St. Lawrence River. The line crosses the two routes from Montreal to Toronto at Sharbot Lake and Tichborne respectively, and passes through a fine fishing and hunting district. For description of route, see page 36.

A branch line runs 23 miles from Renfrew to Eganville, which is situated adjoining large tracts of timber.

**Haley's
Cobden
Meath
Pembroke
Petawawa
Thistle
Chalk River**

Pembroke (*population 8500*) is the chief town of the Ottawa Valley and the centre of a choice farming district. There are many industrial enterprises operating in Pembroke, including lumber mills and the various other industries related thereto. Situated on Alouette Lake, an expansion of the Ottawa River, Pembroke is an attractive residential town. A good boat service on the Ottawa River (which is navigable for fifty miles west) affords

access to the many summer resorts in this section.

Petawawa was the site, during the war, of a large military camp and the training-ground, notably, of many crack artillery batteries. Chalk River is the end of the Quebec operating district of the railway and the beginning

of the Algoma district, formerly known as the "Lake Superior Division".

**Moorlake
Mackey
Stonecliff
Adelard
Deux Rivières
Klock
Mattawa**

We speed westward through some typical north country—a land of rock, lake and timber and of the clearings of enterprising farmers. The chief industry is lumbering, and each village has its sawmill or is engaged in shipping pulpwood to the mills. Fishing and hunting may be obtained in abundance, particularly at Stonecliffe, Deux Rivières, and Klock. Mattawa (meaning "the meeting of the waters") stands at the confluence of the Ottawa and Mattawa Rivers. Formerly an important Hudson's Bay trading post, it



Kipawa

is to-day the base of all expeditions into the primitive country of Lake Timiskaming. Near the town are some large deposits of mica.

From Mattawa, winding along the bank of the Ottawa River, a branch line runs to Timiskaming and Kipawa. The country around Kipawa is well known to the experienced sportsman. The "hiding place", as its Indian name signifies, is the centre of an intricate network of lakes and rivers, and the angler need be neither very patient nor very skilful in order to take from the Kipawa district a few of its abundant pickerel, pike, trout, whitefish and bass. In the town of Timiskaming we encounter the great pulp and paper industry of the north. An interesting visit can be paid to the great Riordon plant which is being established here. Into one building the logs of pulpwood can be seen floating, to emerge a quarter of a mile away from a great roller and to be stacked in the shipping room in the form of white, wet masses of sulphite.

**Eau Claire
Rutherglen
Bonfield
Thorncliffe**

Resuming our journey westward, we follow the trail of the first adventurers to penetrate this northern half of the American continent. The hardy and heroic French pioneers discovered this route—up the St. Lawrence, Ottawa and

Mattawa Rivers, across Lake Nipissing, and by French River into the Georgian Bay—long before they dared the risk of the upper St. Lawrence. It thus came about that five years before the Pilgrim Fathers landed at Plymouth Rock, Samuel Champlain reached Lake Huron by this route and began the exploration of Lake Huron. Twenty years later, Jean Nicolle paddled through the Strait of Michilimackinac into Lake Michigan, and white men stood on the site of Chicago almost before they knew that Lakes Ontario and Erie existed.

As we recline in the padded armchairs of the observation car and watch the shining metals glide away, we can perhaps vision those grim men toiling up the river beside which our varnished cars speed so swiftly. The country is a mixture of farming and lumbering sections. The names of the villages tell something to the inquisitive traveller—Eau Claire, meaning "the spring of clear water", Rutherglen, with its suggestion of the austere beauty of the Scotch Highlands, and Bonfield, "the rich land".

North Bay North Bay is the railway headquarters of the Algoma district. A town of some ten thousand people, standing on the north shore of Lake Nipissing, it is a centre from which six lines of railway radiate. One of these is the Temiskaming and Northern Ontario Railway, which co-operates with the Canadian Pacific in a through sleeping-car service to the well-known sporting and camping centre, Timagami, and



North Bay

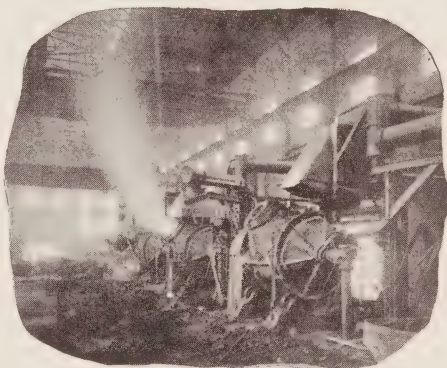
the famous silver and gold mining districts of Cobalt and Porcupine, both to the north. From a vacation standpoint, the great charm of North Bay lies in the magnificent Lake Nipissing and the beautiful French River. Ninety miles long and twenty miles wide, Nipissing is very close to being a "great" lake. A steamer crosses its shining waters daily to the island-studded mouth of the French River, which falls into the Georgian Bay (See page 51).

Sturgeon Falls
Cache Bay
Verner
Warren
Coniston
Romford

Westward from North Bay we run through an Indian Reserve, skirting the sandy north shore of Nipissing. Then the bush of the reserve changes suddenly into pleasant cultivated land, and we are slackening speed for Sturgeon Falls. The falls on the Sturgeon River which give their name to the town

provide the power for the plant of the Spanish River Pulp and Paper Company, which produces 75 tons of newsprint and 100 tons of sulphite per day.

For twenty-five miles we now run through well-settled, prosperous farming land. This section of the country was first settled just ahead of the advancing steel some thirty-six years ago, by French - Canadians from around Papineauville, Quebec, who came to Ontario with the railway construction gangs. Now some ten thousand people live in



Nickel Smelter, Sudbury

these villages and in the many farming communities by which we pass. At Coniston we are in the nickel belt, as evidenced by the big smelter which we see to the left just after crossing the line of the Canadian National Railway. A little further, and we meet the Canadian Pacific line from Toronto, which joins us at Romford Junction (see page 52).

Sudbury

We wind around bays, and thunder through rock-cuts, in going into Sudbury past the winding shores of little Lake Ramsey. Here we are in the centre of the world's greatest nickel deposits, a source of incalculable wealth. A belt of some thirty miles by sixteen is estimated to contain anything up to five hundred million tons of combined nickel and copper. Smelting is carried on a short distance from the city, the process removing the large iron content and producing nickel-copper matte suitable for refining. The nickel content averages 3.09 per cent. and the copper content 2.12 per cent. From mines and smelters in this district the International Nickel Company, the Mond Nickel Company, and the British American Nickel Corporation ship to their refineries at Port Colborne, in New Jersey, and in South Wales. Sudbury supplies over two-thirds of the world's consumption of nickel. Close by is the immense Moose Mountain Iron Range, which contains one hundred million tons of iron ore. Backed by these tremendous resources, it is not surprising that the streets and buildings of Sudbury are those of a city. It is also a busy lumber town, and the chief distributing centre of the north, with a population of 9,000.

Transcontinental Journey Continued on page 57.

MONTREAL TO TORONTO: 340 miles

Montreal
Vaudreuil
St. Clet
St. Polycarpe Jct.

tario peninsula to Windsor, at which point the Michigan Central Railway provides a route to Chicago. Through trains run daily between Montreal and Chicago over this line. The transcontinental journey can also be commenced at Toronto, which has a daily through service via Sudbury to the Pacific Coast. (See page 48).

The traveller to Toronto is offered his choice of two routes—one via Peterborough and the Kawartha Lake district, the other via Belleville and the Lake Ontario shore line. Leaving Windsor Street Station, the train follows the transcontinental main line as far as Vaudreuil (see page 24), after which it turns in a more south-westerly direction, passing through a beautiful farming country with many orchards and with here and there splendid tracts of original forest.



Montreal Harbor

At St. Polycarpe Junction a branch line runs (29 miles) through a fine mixed farming and dairying country to Cornwall, on the St. Lawrence River. This charming little city, with a population of 9,000, is situated at the foot of the Cornwall Canal, a waterway built to overcome the Long Sault Rapids, and was established in 1784. It has a number of industrial establishments utilizing the plentiful water-power that is available.

Dalhousie Mills
Apple Hill
Finch
Chesterville
Winchester
Bedell

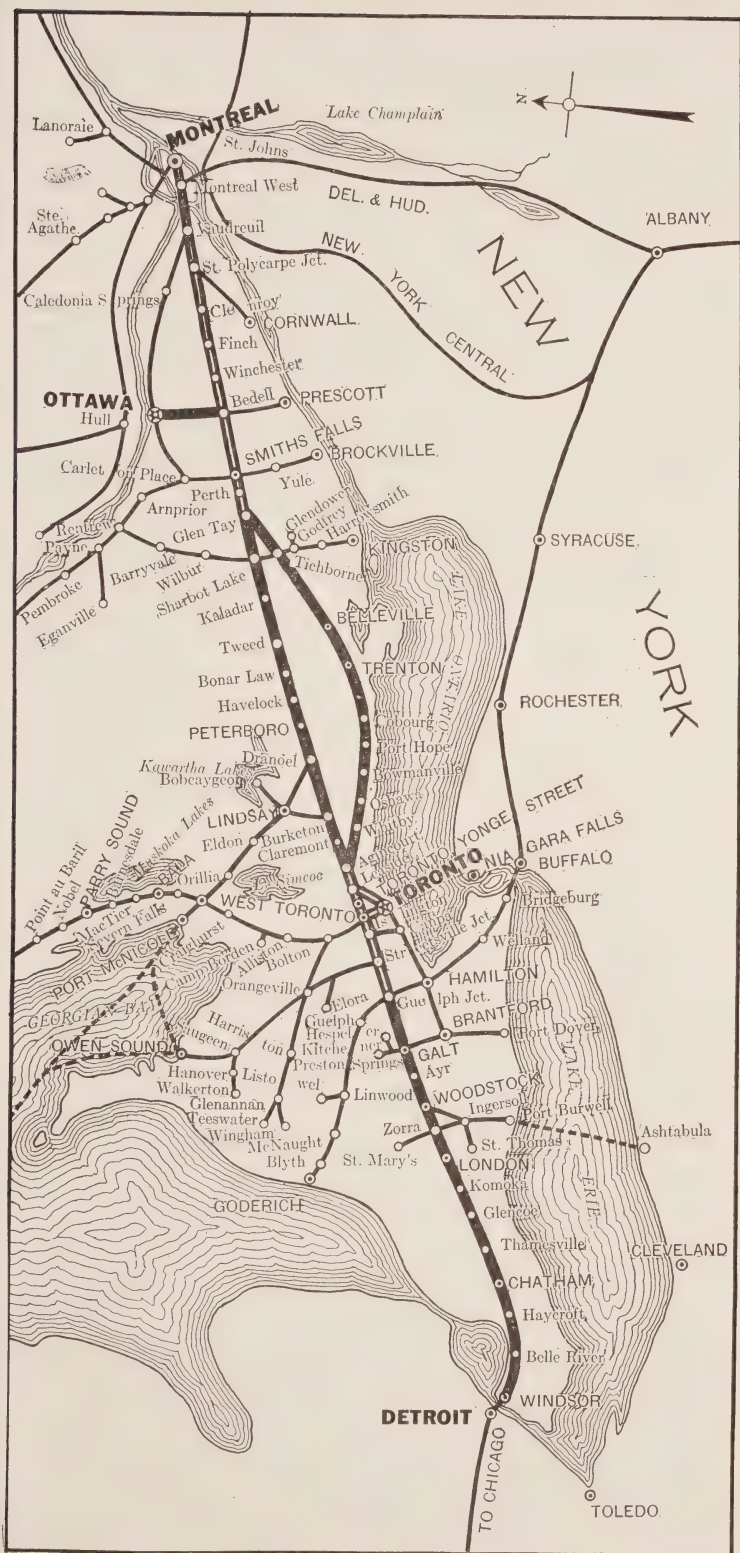
The province of Quebec is left at Dalhousie Mills, and the province of Ontario entered. The counties of Glengarry and Stormont, through which we pass, were settled originally by British soldiers whose regiments had been disbanded in Canada. Amongst these were some Highland regiments; and therefore good historic old Scotch names are to be found plentifully in this part of the country. Rich pasture lands on either side of the line, and many fine herds of dairy cattle, are seen. Chesterville has a large condensed milk plant.

At Bedell branch lines run both north and south. That to the south runs through a prosperous mixed farming country to Prescott, an old historic town at the foot of lake navigation on the St. Lawrence, and which played a very important part in the war with the United States in 1812. It has a large grain elevator, with a million-bushel capacity. A car ferry operates across the river to Ogdensburg, N.Y. Population of Prescott 2800.

The north branch runs to Ottawa, and forms the route for the Canadian Pacific Ottawa-Toronto service. The line follows the Rideau Canal and River, from which it is never at a very great distance. Kemptville (population 1300) on a branch of the Rideau River, has a Government Demonstration Farm and Agricultural School.

Merrickville
Smith's Falls

Soon after leaving Bedell the line crosses the same branch of the Rideau River, and at Merrickville a fine iron bridge carries it over the main river itself. Smith's Falls (population 7000) is the end of the Quebec operating district of the railway and the beginning of the Ontario district, and an important junction point for many branches. It has a number of important manufactures,



Indicates Double Track
MONTREAL TO DETROIT

including agricultural machinery, for which falls in the Rideau River afford ample water-power. Superior bricks are made here, and good building stone abounds.

Amongst the branches that leave Smith's Falls is one that runs southeasterly to Brockville, situated at the eastern end of the famous Thousand Islands of the St. Lawrence, which can be traversed in either direction by steamer. Brockville (population, 9500) is a solid, prospering town with a number of flourishing industries, and the centre of a large dairying district. Over two hundred cheese factories are represented on its cheese board. Brockville took its name from Sir Isaac Brock, the hero of the 1812 war, and is closely identified with the history of Canada. A short branch runs north from Smith's Falls to Carleton Place, on the Canadian Pacific main line (see page 30).



Kingston

**Perth
Glen Tay
Tichborne**

Perth (population 4500) is a prosperous town with a number of mills. Quarries of fine building stone and deposits of mineral phosphate are worked in the vicinity. At Glen Tay the division takes place between the two routes to Toronto; for the present we will follow the newer, that via the Lake Ontario shore line. We skirt several lakes, the largest of which are Christie Lake and Crow Lake, both stations for pretty summer resorts.

At Tichborne the line from Renfrew to Kingston crosses. Going south we pass Harrowsmith and reach the prosperous city of Kingston. Kingston (population 24000) is one of the oldest cities in Canada, having been founded by Count Frontenac as Fort Frontenac in 1673. Situated at the mouth of the Rideau River, and at the point where the St. Lawrence river expands into Lake Ontario, at the head of the Thousand Islands, it is an important port, with a number of large industries, including knitted goods and cottons. Kingston has a fine university in Queen's, and also a well-known military college and a school of mines. In the vicinity are found large feldspar and mica mines. Kingston is a popular summer resort and the gateway to splendid fishing grounds.

The northern branch passes through a fine sporting district. Good fishing can be obtained at Bob's Lake, four miles from Tichborne, at Sharbot Lake, and at Calabogie, where black bass fishing on the Madawaska River has always been very good. Good deer hunting can also be obtained at various points. The branch terminates at Renfrew on the main line (see page 31).

**Roblindale
Shannonville
Belleville**

South of Roblindale are found large deposits of marl, which is composed of ancient seashells disintegrated and which is very valuable in connection with the manufacture of building materials. After leaving Shannonville we approach the Bay



Belleville Harbor

of Quinte, a long narrow arm of water that winds in from Lake Ontario and into which several rivers fall. This bay is very beautiful and at several places can be seen from the train.

Belleville (population 12500) is the commercial and educational centre of a fertile dairy, grain and fruit-growing country. It has a busy industrial life, including large



Trenton Station

cement works, and there are talc and feldspar mines nearby, and limestone quarries. The city is beautifully located on the Bay of Quinte, and has fine black bass and maskinonge fishing. Samuel Champlain, the ubiquitous and insatiable discoverer, is reported to have wintered at Belleville, but it was not until United Empire Loyalist days that any considerable settlement was made.

Trenton
Brighton
Colborne
Grafton
Cobourg

From Belleville there is a succession of prosperous manufacturing towns alternating with pretty summer resorts. The line passes through a district well-known for its fine apples, and the country has a very attractive appearance. Trenton (population 10,000), at the mouth of the Trent River, is near the west end of the Bay of Quinte. It is the southern terminus of the Trent Valley Canal, which is planned, eventually, to link the Georgian Bay with Lake Ontario. North of the town and in the vicinity of Rice Lake were formerly the headquarters of the Mississauga Indians, a branch of the Ojibways. The neighboring waters afford good black bass and maskinonge fishing. There is a summer line to Twelve O'Clock Point Park, three miles distant on the western end of the Bay. Trenton is the seat of an extensive lumber and milling industry, and the neighborhood also affords iron, limestone, and marble.

Brighton (population 1500) is a beautiful town close to Presqu' Ile Point, with a splendid bathing beach, good bass fishing, duck-shooting, and a fine breezy atmosphere. It has become a popular summer cottage resort. Cobourg (population 5000) a picturesque little town, is a popular summer resort, especially for Americans, with fine-sanded sloping beaches, good boating, and golfing. Twelve miles north is Rice Lake, which can be reached by auto stage. (See page 39). The town has a fine harbor, and is a busy grain-exporting port.



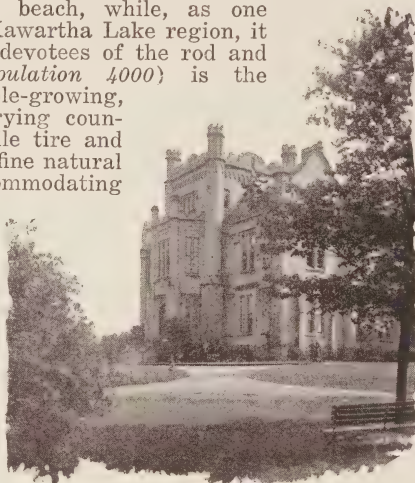
The Beach, Cobourg

Port Hope
Newtonville
Newcastle
Bowmanville
Oshawa
Whitby

Port Hope (population 5000) is the most important harbor on the Canadian side of Lake Ontario between Toronto and Kingston. The surrounding district is a good fruit-farming one, and the town has several industries. Port Hope possesses a good bathing beach, while, as one of the gateways to the Kawartha Lake region, it is a stop-over point for devotees of the rod and gun. Bowmanville (population 4000) is the centre of a rich apple-growing, mixed farming and dairying country, with large automobile tire and other factories. It has a fine natural harbor, capable of accommodating large lake vessels.

Oshawa (population 12,500) is a busy manufacturing town with large carriage, automobile and other plants, and is supplied with power from the Trent River. Here, in pioneer days, was the beginning of the portage from Lake Ontario to Scugog Lake, and the name of Oshawa is an Indian one, meaning "the carrying place".

Whitby (population 3000) is the site of a well-known institution, the Ontario Ladies' College.



Ontario Ladies' College, Whitby

Agincourt
Leaside Jct.
Don
Toronto

At Agincourt the Peterborough line rejoins us for the entry into Toronto. At Leaside Junction we turn south if we are going into the Union Station at Toronto, cross the River Don, and then turn abruptly westward along the shore of Lake Ontario. Several of the Canadian Pacific trains use another C.P.R. station, namely, Yonge Street (formerly North Toronto) situated on the well-known thoroughfare of that name. Yonge Street Station is one of the handsomest in Canada, combining beauty and artistic properties with utilitarian features and designed in the style of the Italian Renaissance. The building is of grey limestone, and has a beautiful clock-tower 140 feet high. A street-car ride brings us from this station to the very heart of Toronto, which is one of the most important railway junction points in Canada.

(For descriptive notes about Toronto, see page 48; for various branches from Toronto, see pages 43-47).

PETERBOROUGH ROUTE

Glen Tay
Sharbot Lake
Arendale
Kaladar

Certain of the Montreal-Toronto trains follow the Peterborough route, which is also the older. Leaving the other line at Glen Tay, we travel for about a hundred miles through a country that is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals are found, while the territory is a very profitable one for sportsmen. Sharbot Lake is a favorite resort for sportsmen, and is especially noted for the good fishing it affords. The Renfrew-Kingston line, described previously (see *Tichborne*) crosses here. Kaladar is the station for Lake Mazinaw, a fine sporting region about eighteen miles north.

**Sulphide
Tweed
Havelock
Norwood
Peterborough**

Tweed, on Moira River, a logging stream, has deposits of granite and other minerals. It has numerous small industries, and is the centre of a rich farming and dairying country. Havelock is a railway sub-divisional point. Norwood is the market town for a fine farming country. The county of Peterborough is, however, somewhat sparsely settled, and in some districts the camps of Indians are still occasionally to be seen. Peterborough (*population 22,000*), on the Otonabee River, is the birth-place of a famous canoe which has carried the name of "Peterboro" to all parts of the world where youth enjoys itself in water sports. The river is a part of the Trent Waterway system, which here falls 150 feet within a few miles, affording an enormous water power that is utilized by numerous industries. The connecting link between the two levels is overcome by an immense lock—the highest hydraulic lock in the world—which will lift a vessel from the lower to the higher level in twelve minutes. The city is the home of a large milling plant, electrical factory and carpet and other industries. It is also a gateway to the fascinating Kawartha Lake and Rice Lake districts.



Lift Lock, Peterborough

From Dranoel a branch line runs in a north-westerly direction to Port McNicoll, through Bethany, Lindsay and Orillia. Bethany is the centre of a rich agricultural country. Lindsay (*population 8000*), on the Scugog River, is a busy little manufacturing point, with a Dominion Government arsenal. The neighborhood provides fine scenery and good hunting and fishing, and Lindsay is a popular summer resort. A branch runs up to Bobcaygeon, centre of the Kawartha Lake district. Orillia (*population 8500*) is the gate to the Couchiching and Simcoe Lake Region. Lake Simcoe, 35 miles long by 15 miles wide, is three miles from the town and is connected with Lake Couchiching by the Narrows. Charming summer homes nestle along the elms, maples and poplars that fringe these lakes, while there is good boating, bathing, fishing, duck-shooting and golf.

At Medonte the Toronto-Sudbury line is crossed (see page 50). Port McNicoll, on Georgian Bay, is one of the two eastern terminals of the Canadian Pacific Great Lakes Steamship service. A large C.P.R. grain elevator with a capacity of 4,200,000 bushels, a huge movable crane, and all the latest facilities go to make this new port one of the finest on the Great Lakes. Fishing and shooting in the vicinity are good, and the boating amongst the islands cannot be surpassed.

**Pontypool
Burketon Jct.**

From Burketon Junction a branch runs up to Bobcaygeon, on Sturgeon Lake, via Lindsay, where it crosses the Port McNicoll line. This branch follows Lake Scugog and the river of the same name for a considerable distance. Bob-

caygeon is the western gateway to the Kawartha Lakes, comprising fourteen beautiful stretches of water



Yonge Street Station, Toronto

which altogether aggregate one hundred and fifty miles, the principal of which are Scugog Lake, Buckhorn Lake, and Stony Lake, together with the Otonabee River. This region is a very popular summer resort, with boating, bathing, fishing, golf and tennis, and on the shores of the various lakes are a large number of delightful resorts. Motor launches and steamers make a circuit of the lakes daily.

Claremont At Agincourt this line rejoins the Lake Ontario
Agincourt Shore line, and we follow the same route into
Toronto Toronto.

TORONTO TO WINDSOR: 226 miles

(For Map, see page 35)

Toronto
Parkdale
West Toronto
Lambton
Islington

The journey from Toronto to Windsor through the Western Ontario peninsula is a pleasant one, introducing the traveller to a well-settled territory, some extremely fertile and prosperous farming country and a number of small but exceeding thriving industrial centres. Leaving

the Union Station, the train traverses first the charming suburbs of Toronto, of which Parkdale is an example. West Toronto is the junction point for the Toronto-Sudbury line, route of the transcontinental service to Vancouver (see page 48). Lambton has a well known Golf Club. The old village of

Cooksville
Erindale
Streetsville
Streetsville Jct.
Milton
Campbellville
Guelph Jct.

Cooksville had the first vinery and wine-making establishment of the district. Streetsville stands beside the rapids of the River Credit, once the scene of great lumbering activity. At Streetsville Junction the line for Elora, Orangeville, Wingham and Teeswater leaves us for the north. Milton (population 1800) has several industries, of which the chief is brick-making. Guelph

Junction is the junction for Guelph, fifteen miles north, and Goderich, on Lake Huron (see page 47). A line also runs down to Hamilton.

Galt (Population 13,000), situated on the Grand River, is sometimes called "The Manchester of Canada", for it has a large volume of manufactured products, especially woollen and knitted goods, machine tools, boilers, etc. Situated as it is, in the centre of a rich agricultural district, it has also a large milling business. In the neighborhood there is a plentiful supply of lumber, limestone and sand. Galt was named after John Galt, the Scottish novelist, and it is a matter of history that Hogg, the "Ettrick Shepherd" came very near to taking up a farm near here.



Galt

From Galt, the Grand River Railway, an electric railway, runs north and serves an intensive industrial section and magnificent agricultural district, in which are located numerous thriving cities and towns, such as Kitchener, Waterloo, Preston and Hespeler, whose manufactured products are known from the Atlantic to the Pacific. It operates in close connection with the Canadian Pacific Railway, with a very frequent service.

From Galt the Lake Erie and Northern Railway, an electric line, runs south through Paris, Brantford, Waterford, and Simcoe to Port Dover, on Lake Erie. Paris (population 5000) on Grand River, has a large knitted-goods industry. Brantford (population 32000) derives its name from a celebrated Indian chief of the Six Nations tribe. It is also noteworthy in another direction as the birthplace of the telephone, and a monument commemorating Dr. Alexander Graham Bell and his invention has been erected at the inventor's old homestead. The city is an important manufacturing one, with a very large output of agricultural implements. Simcoe has a large canning factory. Port Dover has fisheries and nurseries, and is also a popular bathing resort.

Ayr Drumbo Innerkip Woodstock

Most of the Western Ontario peninsula is of fairly old settlement. Old Country names abound, and reveal the nationality of the pioneers as English and Scotch, who perpetuated their affection for their motherland by bestowing such names upon what were then dense uncleared forests. Woodstock (*population 11,000*), is situated in the rich agricultural county of Oxford at the east end of the beautiful Thames Valley. It is a great market place, the produce of farm and garden being handled in large quantities, while its industries have a big output. Noteworthy amongst them are organs, pianos, furniture, and textile products. Woodstock is regarded by its admirers as the prettiest inland city of Ontario, its tree-shaded streets being delightful.

A branch line runs south-westerly from Woodstock to Ingersoll and St. Thomas. Ingersoll (population 5500) is a pretty town that is linked with a well-known brand of cheese that bears its name; it also produces other kinds of dairy products and textiles. St. Thomas (population 20,000) is a busy city at which a number of railways concentrate, with several thriving industries. From Ingersoll a branch runs to Tilsonburg (population 3000), an old-established town with both agricultural and industrial interests, and Port Burwell, a coaling station at the mouth of the Otter River, on Lake Erie.

Zorra Thamesford

Zorra was settled by a colony of Highlanders in 1820. A short branch line runs to St. Mary's (*population 4000*) beautifully situated on the Thames River, and with several industries and large stone quarries and cement works.

London—(*Population 60,000*). London suffers somewhat by the inevitable comparison that the visitor makes with the great Old-World metropolis, for it not only carries the same name but also pushes the parallel much farther, such as having a River Thames, being in a Middlesex County, and possessing many streets with names famous in the English capital, such as Cheapside, Piccadilly, and Pall Mall. This condition is due partly to



London

the fact that the site of London was originally intended by Governor Simcoe, in the early days of last century, for that of the capital of the province of Upper Canada. But the parallel ends in these names, for London is essentially a Canadian city. It is the commercial, financial and educational centre of the prosperous Western Ontario peninsula, and a manufacturing and distributing point of considerable importance. Its industries number over 250, producing over seventy different lines, notably agricultural implements, stoves, biscuits, candy and cigars. Surrounding London is a fertile and well-cultivated agricultural country. The city is a very attractive one, with fine public buildings, large parks, and a charming residential section. London "grew up" as a backwoods settlement created by pioneers, and attained the rank of a city in 1855. During the last thirty years it has witnessed a very striking growth in its industrial life. Within an hour's ride on an electric line is Port Stanley, a very popular bathing and summer resort on Lake Erie.

Hyde Park

Komoka

Glencoe

Newbury

Bothwell

Chatham

The counties of Middlesex, Kent, and Essex have a large salt area, from many wells in which brine is obtained and evaporated to obtain the commercial product. Glencoe (*population 1000*) supplies a fine farming district and has several sawmills and door factories. Chatham (*population 16,000*) is the centre of a

prosperous agricultural section producing large crops of fruit, tobacco, sugar beets, and flax. It has the second largest sugar beet factory on this continent, with a capacity of from 1200 to 1500 tons per day, a large packing plant, wagon-manufacturing plant, and a big automobile industry. It is a pretty city, with charming maple-lined streets, fine parks, and many educational institutions.

Tilbury

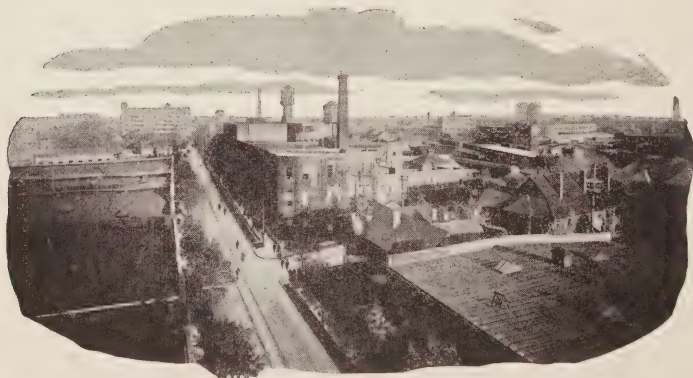
Belle River

Walkerville

Windsor

Kent and Essex counties both produce quantities of tobacco and are likewise famous for corn. Tilbury (*population 2000*), is in the centre of a fertile farming district which also supplies timber, crude oil, flax, fruits and vegetables. There

are large natural gas fields in the vicinity from which upwards of twelve million cubic feet a year are produced. Along the shore of the Detroit River and the Lake St. Clair are the "Border Cities", comprising the municipalities of Windsor, Walkerville, Ford, Sandwich and Ojibway. These all adjoin, and it is difficult for the visitor to say where one ends and the other commences. Walkerville (*population 7000*) has a large automobile, distillery and other industries. Windsor (*population 35,000*), the largest of the Border Cities, has within the past few years developed rapidly from an agricultural centre to an important manufacturing city with a large and varied output. This growth



Windsor



Detroit

it owes to a great extent to the fact that only the narrow Detroit River separates it from the United States, and that a large number of American industries establishing Canadian plants have found this ease of access very desirable. In view of the fact that Detroit is "America's Great Motorpolis", it is not surprising that Windsor and the adjoining municipalities should have become the largest automobile manufacturing centre of Canada. The Detroit River (which has, within easy reach of Windsor, a number of charming summer resorts) can be crossed by ferry; but the trains use the Michigan Central Railway tunnel underneath the river.

MICHIGAN CENTRAL RAILWAY

DETROIT TO CHICAGO: 283 miles

Detroit The journey to Chicago is continued from Windsor to Chicago over the Michigan Central Railroad. Passing under the Detroit River from Windsor through reinforced steel tubes, we reach Detroit, the fourth largest city of the United States, an attractive and rapidly growing city that is celebrated as the centre of the automobile business of the entire world. It has an immense production of automobiles, and also of drugs, tobacco and shoes.

Ann Arbor
Jackson
Battle Creek
Kalamazoo
Niles
Gary

The journey continues through a succession of very prosperous smaller cities. Ann Arbor is a great educational centre. Jackson is a rapidly developing industrial and commercial city. Battle Creek has a well known sanitarium and manufactures many brands of health food. Kalamazoo has extensive manufacturing industries, and is the centre of a large celery and peppermint growing territory.

Niles, on the St. Joe River, is one of Michigan's oldest cities, and was, in the early days, the Western terminal of the Michigan Central. Gary, widely known as the Steel City, was a desert of sand less than twenty-five years ago, but now boasts of a population of 55,000.

Chicago Chicago is the second largest city in the United States. Beautifully situated overlooking Lake Michigan, it has the high skyscrapers and busy streets that endow it with the typically American atmosphere. It has a great industrial area, many very attractive residential sections, and rapidly developing extensions of the central commercial district. It is one of the most important railway centres of the continent, has imposing public buildings and office structures, and a fine shopping district. It is the headquarters of the meat-packing industry of the continent.

The Journey beyond Chicago is continued on page 77.

TORONTO TO HAMILTON AND NEW YORK: 539 miles

(For Map, see page 35)

Toronto
Sunnyside

From Toronto through trains run to New York via the C.P.R., T.H. & B., M.C.R., and N.Y.C.

Hamilton Leaving Toronto, a rapid run is made to Hamilton, in full view all the time of Lake Ontario. Hamilton (*population 110,000*) is beautifully situated at the head of the navigation of the lake, on a land-locked arm named Burlington Bay. It is one of Canada's most progressive cities, sufficiently so to justify its claim to the title of "The Ambitious City". It is the third manufacturing city of Canada as regards value of output, for in recent years, in addition to the large number of native industries that have established themselves here, there have also been numerous branches established of important United States factories. With cheap electrical power, natural gas, and excellent shipping facilities by both rail and water, the city has close to 450 manufacturing plants. It is situated, also, in the heart of the productive fruit belt of the Niagara Peninsula.

To a great extent, however, Hamilton has escaped being a mere "factory town", for it has preserved the characteristics of a charming residential city. It nestles in a green valley at the foot of what is by courtesy called "The Mountain", with beautiful water vistas obtainable at many joints. It has handsome public buildings, very attractive residential sections, and tree-bordered streets. Burlington Beach, where the bay joins the lake, is a very popular bathing and boating resort, with many other beauty spots in close proximity, such as Dundurn Park. The site of Hamilton was discovered by the French explorer La Salle in 1669, although no settlement was attempted until about a hundred years later. George Hamilton, who gave the city its name, made the first survey in 1813, at which time the village numbered only 130 souls.



Hamilton

A branch line runs from Hamilton to Guelph Junction, on the Toronto-Windsor line (see page 40), through services being provided between Hamilton and Guelph. A branch of the T. H. & B. also connects Hamilton with Brantford, (see page 41).

Welland Niagara Falls

From Hamilton to Welland we run over the rails of the Toronto, Hamilton and Buffalo Railway, and beyond that over those of the Michigan Central Railway. The Niagara Peninsula, through which we travel, is one of the finest fruit-producing regions of Canada; grapes, peaches and all specimens of fruit are grown in large quantities. Welland (*population 9,500*) is a flourishing industrial centre on the Welland Ship Canal, which provides a safe waterway for vessels between Lakes Ontario and Erie, the Niagara River being of course unnavigable. Niagara Falls (*population 12,000*) is also an important industrial point quite apart from its proximity to the famous Falls. The district is vividly associated with Canadian history, for it was near here, at Cayuga Creek, that LaSalle launched the first sailing vessel to spread sail on the Great Lakes, while the War of 1812 produced the outstanding figure of General Sir Isaac Brock, hero of the battle of Queenston Heights.

Of Niagara Falls it is unnecessary to say much, such is their hold upon everyone's imagination as one of the most remarkable works of nature. While there are waterfalls of greater height



Niagara Falls

to be found, the immense volume of water, and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height above cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene. The falls attract every year hundreds of thousands of visitors from all parts of the world, and now play as well an extraordinarily important part in industry because of the enormous amount of electrical power that is developed here. The amount of water power actually available is 56,000 cubic feet per second, equal to 650,000 h.p., of which about two-thirds are on the Canadian side.

Buffalo Buffalo can be reached either by a loop line of the
New York New York Central from the American side of the Falls, or direct from Welland via Bridgeburg. From Buffalo the New York Central carries us through Rochester, Syracuse, Utica and Schenectady to Albany, and thence down the eastern shore of the Hudson River to New York. Several through trains a day are run in each direction.

TORONTO TO WINGHAM AND TEESWATER: 130 miles

(For Map, see page 35)

Toronto
Streetsville Jct.
Brampton
Inglewood

Another very important branch line is that to Brampton, Elora, Wingham and Teeswater. Leaving Toronto, we follow the Toronto-Windsor line for 21 miles as far as Streetsville Junction, where we leave it

to turn in a north-westerly direction. Brampton (population 4,000) is the centre of a very rich dairy and apple-growing district. It has numerous industries, including several cut-flower nurseries, one of which covers an area of 24 acres, boots and shoes, etc.

Cataract At Cataract a
Erin branch runs for
Hillsburg nearly thirty
Fergus miles to the
Elora west, stringing
 together some

very prosperous towns and smaller industrial centres. Fergus, on the Grand River, with a population of 2,000, has manufactures of farm accessories and lime and building stone. Elora, at



Yonge Street, Toronto

the end of the branch, has deposits of limestone of very high quality nearby, and manufactures furniture. The surrounding country is very beautiful.

Alton
Orangeville
Fraxa
Grand Valley
Arthur
Mount Forest
Harriston
Fordwich
Wroxeter
Wingham
Teeswater

Just beyond we join the Owen Sound line and travel over it as far as Fraxa, where we turn directly west.

The succession of prosperous towns continues. Arthur is a well-built trading centre for a large district. Mount Forest (*population 2000*) has manufactures of threshing machines, etc. Harriston (*population 1500*) on the Maitland River, makes stoves and furniture. At Wingham Junction the line divides, one branch running north to Glenannan and Teeswater, the other south to Wingham. The latter is

a very busy town of 3,000 inhabitants with several small industries.

TORONTO TO OWEN SOUND: 121 miles

(For Map, see page 35)

Toronto
Bolton
Caledon
Melville

An important branch line is that from Toronto to Owen Sound, on Georgian Bay. Leaving Union Station, the route is for some miles that to Sudbury, until at Bolton we branch off and turn eastward.

From Caledon onwards we find ourselves in one of the highest parts of Old Ontario—"the roof of Ontario", as it is has been called. At Melville the line from Toronto to Wingham joins us, and continues as far as Fraxa.

Orangeville
Fraxa
Shelburne
Dundalk
Saugeen
Durham
Hanover
Walkerton

Orangeville (*population 2,500*) is a very prosperous community, with several industries, including woollen mills. In fact, the country through which we are passing is a succession of very thriving small industrial centres set in the midst of a rich and fertile agricultural area. From Saugeen a branch line runs west to Durham, Hanover and Walkerton, all situated on the Saugeen River, which falls into

Lake Huron. Furniture-manufacturing is an important business in each town, which have also several other industries.

Flesherton
Markdale
Chatsworth
Owen Sound

The line continues in a north-westerly direction through several fine towns, and terminates at Owen Sound, situated on an arm of Georgian Bay at the mouth of the Sydenham River.

Owen Sound (*population 12,500*) is one of the two eastern terminals of the Canadian Pacific Great Lakes Steamships services, and splendidly equipped steamers leave here regularly during the summer season for Port Arthur and Fort William. The city has a fine, well-protected harbor, the sound being twelve miles long and navigable for the largest vessels. The beach nearby is a popular summer resort. A large number of industries are located here, the principal being iron and steel furniture, agricultural implements, bricks, etc. Electric power is obtained from Eugenia Falls, thirty miles distant on the Beaver River.



Inglis Falls, Owen Sound

TORONTO TO GODERICH: 135 miles

(For Map, see page 35)

**Toronto
Guelph Jct.**

A branch service that reaches a highly prosperous agricultural and industrial section of Ontario is that to Guelph and Goderich. Leaving Toronto, we follow the Toronto-Windsor line for nearly 40 miles to Guelph Junction, where we turn north-westerly. Guelph Junction has also connections with Hamilton direct and through trains from the latter city to Guelph run daily.

Guelph (*population 20,000*) is the home of one of the best-known institutions of its kind in the world, the Ontario Agricultural College. This college, which has large grounds

and handsome buildings just outside the city, has an average of 1,200 students, both men and women, from many countries. The city, which was named after the British Royal Family, was founded as far back as 1827, and in its laying-out



Ontario Agricultural College, Guelph

a very successful attempt at town-planning was made, with the result that Guelph has a much more spacious atmosphere than numerous cities that are considerably bigger. It is built on a series of hills around the River Speed, one of the hills dominated by a very striking church. Guelph has a very busy industrial life, and is a noted centre for gray iron castings; it also has a large linen mill. The Ontario Winter Provincial Fair, held at Guelph, is an annual event which attracts a large attendance, and is one of the best sheep shows in Canada.

**Elmira
Linwood
Listowel**

The line continues in a westward direction through a very fertile and productive agricultural district. Elmira (*population 2,400*) is a busy industrial town making a variety of manufactured articles. At

Linwood a short branch runs up to Listowel (*population 2,300*), which has a large dyeing industry in development.

**Millbank
Milverton
Blyth
Goderich**

Huron County, which we soon enter, is a large producer of flax. Goderich, the county town (*population 5,000*), is situated on the east coast of Lake Huron, at the mouth of the Maitland River, which

is crossed by a fine bridge just before entering the town. Situated on a high plateau, Goderich gains the full benefit of the breezes that make summer by the lakeside so refreshing, and has become a popular summer resort. There is a lovely park overlooking the harbor, and both bathing and fishing are good. Large deposits of salt are found in the vicinity, and provide one of the principal industries, another of which is that of flour-milling.



Goderich Harbor

TORONTO TO SUDBURY: 260 miles

Toronto The transcontinental journey can be commenced at Toronto as well as Montreal, for there is a through Canadian Pacific daily service from here to the Pacific Coast. Toronto (*population over 510,000*) is the capital of Ontario and the second largest city of Canada. Beautifully situated on the shore of Lake Ontario, it is affectionately called the "Queen City" by its citizens. It is the seat of the University of Toronto and of the provincial government.

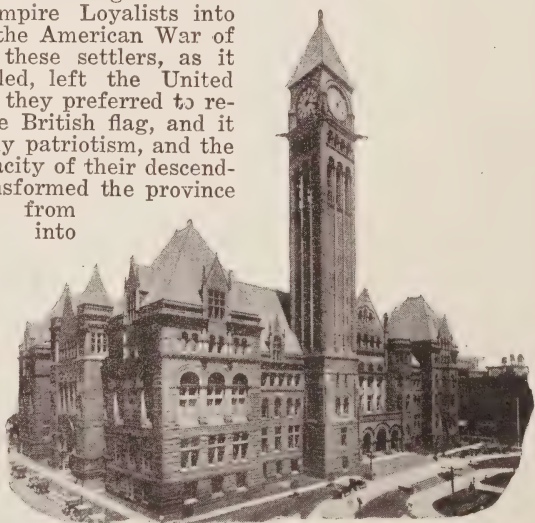
Toronto has immense manufacturing establishments to the number of considerably over a thousand, and some of the largest commercial houses and banks in the Dominion. Its educational institutions are well-known, as also is the charm of its residential districts. Its population is largely of English and Scotch extraction or of United Empire Loyalist descent, but the city is distinctively North American in the intensity of its activity and energy. Through the crowded streets throbs a vast hum of commerce.

The city has magnificent harbor accommodation, in addition to which a thousand acres of waste land is being reclaimed adjacent to and on the harbor front. Electric power for its industries is obtained from Niagara Falls, over eighty miles distant. Toronto is a very important railway centre, with branches radiating in every direction, which are described on other pages of this book.

Nor can mention of Toronto's famous Exhibition be omitted, for this is the magnet which draws visitors from every part of Canada and the United States every fall. It is the biggest thing of its kind on the continent, and the attendance during the two weeks of the exhibition's being open runs well over the million mark. Representative displays of every kind of Canadian product are brought together here, while there are numerous lighter attractions in the Grand Stand and Midway.

Toronto is very interesting historically. The first mention of the name—which means "a place of meeting"—is in some French memoirs of 1686. The name Fort Toronto was given, after the British conquest of Canada, to a post established by the French under the name of Fort Rouillé. But the real growth of the city began with the immigration of the United Empire Loyalists into Ontario after the American War of Independence; these settlers, as it may be recalled, left the United States because they preferred to remain under the British flag, and it was their sturdy patriotism, and the undaunted tenacity of their descendants, that transformed the province of Ontario from a wilderness into

what is now the "banner" province of Canada. During this long period Toronto has reflected the progressiveness of these generations Ontarians as few others things in the province



City Hall, Toronto

have done. For a few years Toronto passed under the name of "York", but afterwards the name reverted to Toronto, and the city was incorporated in 1834.

West Toronto
Weston
Woodbridge
Kleinburg
Bolton

From Toronto the railway line strikes away to the north-west, leaving the line to Windsor and Detroit at West Toronto (*See page 40*). Weston is a very busy manufacturing suburb, with many large plants adjacent to the tracks.

Then for a considerable time the line traverses some fine farm lands, with many attractive looking orchards. At Bolton the Owen Sound line diverges westerly (*see page 46*) and turning more directly north we enter the prosperous agricultural county of Simcoe.

Tottenham
Alliston
Baxter
Craighurst
Eady
Medonte

We run through a succession of prosperous villages, centres of large farming areas. Alliston has some flour mills and nursery gardens. From Baxter a short spur runs to Camp Borden, which during the war achieved the position of being one of the most famous training grounds for aviators on the continent, and is still a large

flying centre. Medonte is the junction for the line that runs from Port McNicoll to Peterboro (*see page 39*). From here on we enter the Georgian Bay district, one of the finest sporting regions of Canada. The character of the country changes, and the placid meadowlands give place to forests, lakes, and rocky formations.



Bala—Gateway to Muskoka Lakes

Severn Falls
Bala

Severn Falls, near Severn River, afford excellent pickerel and bass fishing, and the vicinity good camping sites, while the Severn River forms a picturesque route for the canoe or launch trip from the station to Gloucester Pool and the lower Georgian Bay resorts.

Bala is the gateway to the Muskoka Lakes, one of the most widely-known and popular summer resorts of the continent. The principal lakes are three in number—Muskoka, Joseph and Rosseau. Round their shores are a large number of summer settlements, ranging in size to suit all tastes and in price to suit all pockets, and connected by an excellent steamer service. All kinds of aquatic sports can be and are enjoyed at Muskoka to the heart's content, and the elevation of the region, which is about 1,000 feet above sea level, ensures a healthy atmosphere always charged with ozone; while the healing balsamic odors of great forests of pine, spruce, hemlock and cedar give to this district a wonderful reputation for the cure of hay fever, consumption, and lung complaints.

MacTier
Barnesdale
Parry Sound
Nobel

MacTier is a divisional point, the end of the Ontario District of the railway and the beginning of the Algoma District. For a time we run through the rocky bush and lake country of the Muskoka District. We pass far above the little town of Parry Harbor—its houses tiny in appearance—and for over one-third of a mile are on the great steel

bridge spanning the waters and the valley of the Seguin River. At the other end of the bridge we are in the pleasant leafy town of Parry Sound. The town (*population 5000*) has a large lumbering industry. The railway skirts the shores of Georgian Bay, giving admirable views of that great inland water, which has thirty thousand islands amongst its other attractions. There are a number of very picturesque sites for summer cottages, many of which have already been utilized. Rose Point, one and one-half miles from Parry Sound, is a popular summer resort. Seven miles north of Parry Sound is Nobel, with large explosive works.



Parry Sound

Point au Baril—While the entire province of Ontario east of the Great Lakes is a recreation ground for the people of Canada and the United States, Point au Baril has an added charm all its own. Between the station and the outer fringe of the archipelago, a distance of about ten miles, there are literally hundreds of islands threaded by numerous and devious waterways. About the middle of June the fisherman comes into his kingdom, for bass, pickerel and maskinonge are plentiful, while in October the great salmon trout furnish exciting sport trolling amongst the reefs in the open bay. The canoe trips from Point au Baril are almost indescribable for number and variety, while the camper of one season is likely to return again and again to the place where the waters of Georgian Bay breaking over the protecting shoals lull him with their soothing murmur. Steamers which enter Shewanaga Bay at Point au Baril Lighthouse thread their way through the archipelago for twelve miles or more. Wild life is abundant—deer, black duck, and others. Point au Baril possesses excellent hotels and boarding houses, with a daily steamer service to the station. The origin of the name "Point au Baril" is ascribed to the erection of a barrel on the point as a beacon by an early resident who had seen his own precious cargo of choice liquor wrecked in sight of land.



Point au Baril

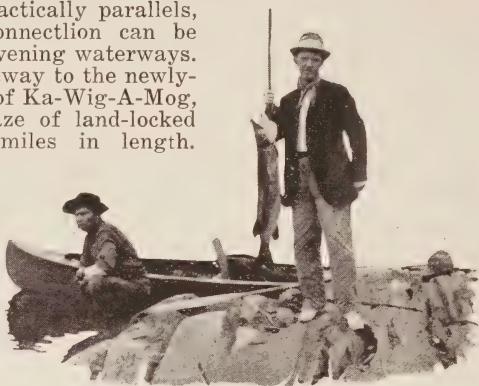
Byng Inlet
Pakesley
Pickerel Landing
French River

Between Point au Baril and Naiscoot, the beautiful Six-Mile Lake lies within 300 yards of the Canadian Pacific track. From Byng Inlet the Maganetewan River district is reached. This river, which has many lake expansions, lies almost due east from Georgian Bay, about twenty-five miles south of the French River, which for

some distance it practically parallels, and with which connection can be made through intervening waterways. Pakesley is the gateway to the newly-opened playground of Ka-Wig-A-Mog, the centre of a maze of land-locked waterways many miles in length.

Both Byng Inlet and Pakesley have extensive lumbering interests, the latter place alone having an annual output of about thirteen million feet.

Magnificent steel bridges span the Pickerel and French Rivers.



Fishing, Georgian Bay

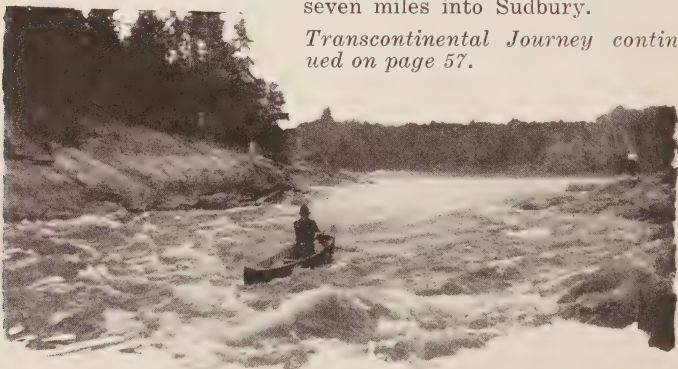
This is the same French River that is the outlet from Lake Nipissing and which is reached at its upper end from North Bay (*see page 33*). Like the places previously mentioned on this line, French River is within easy access of splendid fishing and shooting grounds. In these vast fishing and hunting wilds, bass, maskinonge, pike and pickerel offer great sport for the fisherman, while for the hunter there is the best of deer shooting to be had, some bear, and an abundance of small fur-bearing animals and game birds. Comfortable camps in the district, especially around Dry Pine Bay, are designed to accommodate women and children as well as men, and the region is now a highly popular one with both Canadian and American vacation seekers.

**Bigwood
Rutter
Paget
Burwash
Romford
Sudbury**

From Bigwood north to Burwash we find a little farming and stock-raising carried on, as well as lumbering; worthy of special mention are the eight cheese factories of Rutter. Paget is the most convenient station for another fine outdoors resort, Trout Lake, distant about a mile and a half, and where a permanent camp is maintained. The

plentiful salmon trout have made this lake famous, and during July and August the bass fishing is also exceptionally good. North of Burwash, where is the Provincial Prison Farm, our train runs through high rock cuts and around many curves. We climb steadily from Wanup to Romford through a land of great rock hills and tall pines, the railway winding through deep cuts which challenge our admiration for the men who conceived and built the line. At Romford we met the main transcontinental line from Montreal and continue seven miles into Sudbury.

Transcontinental Journey continued on page 57.



Shooting the Rapids, French River

GREAT LAKES STEAMSHIP TRIP

PORT McNICOLL AND OWEN SOUND TO FORT WILLIAM

(For Map, see page 49)

Toronto Port McNicoll Owen Sound

An extremely agreeable variation to the railway journey during the summer months is a trip up the Great Lakes by a Canadian Pacific steamship, plying from Port McNicoll to Fort

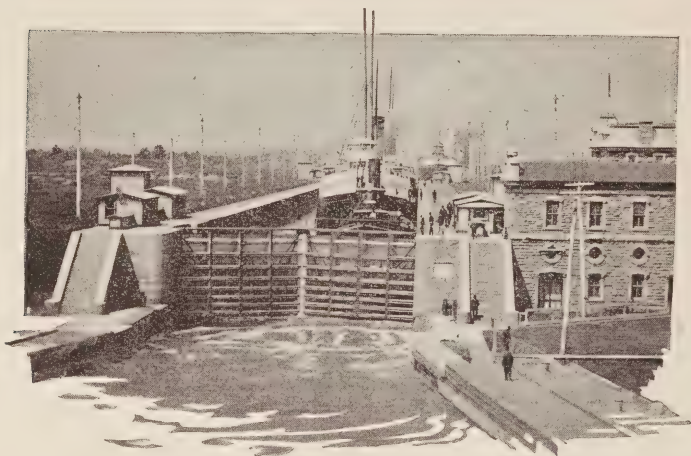
William twice a week and from Owen Sound once a week. The trip takes a little less than two days. The steamers are Clyde-built, offering luxurious accommodation for three hundred passengers. They have spacious decks, airy cabins, daintily furnished ladies' rooms, splendid smoking rooms, and commodious dining rooms, with a sheltered after-deck which is a verandah-cafe, lounging place, and outdoor dance-room.

Plenty of breezes, beautiful scenery, and a comfortable ship-life make this journey one to have a permanent place in the memory. The route is across the Georgian Bay into Lake Huron, past that lake's numerous islands (of which Manitoulin is the largest), through the Soo Canal, and thence across Lake Superior. In the long twilight the dark islands slip past, while the cries of the birds and the soft lapping of the waves against the side of the ship lull one into a dreamy repose. Morning breaks over the still, green banks of the St. Mary's River, gay with cottages. Soon we enter St. Mary's Channel, and come to Sault Ste. Marie, otherwise and better known as "The Soo".

Sault Ste. Marie This city is identified with a very well-known canal, the one that registers a greater volume of tonnage than either the Suez or Panama Canals. The St. Mary's River is compressed here into long, dangerous rapids, to overcome which two canals have been built, one on the Canadian and one on the American side. The Canadian Government canal, built from 1888 to 1895 at a cost of about four million dollars, is 7472 feet long, with a lock 900 feet long and 60 feet wide, raising the water level eighteen feet. The traffic through the canal is mostly western grain and iron-ore coming down the Great Lakes. Sault Ste. Marie could really be called the pulse of the grain traffic, for all the vast volume of water-borne grain traffic passes through one of these canals, in long steamers built especially for the business that



Canadian Pacific Great Lakes Steamship



Canadian Lock, Sault Ste. Marie Canal

are known as "whalebacks". The whaleback fleet, in fact, could move about eight million bushels of wheat simultaneously in one voyage.

Sault Ste. Marie is also reached by the Soo branch of the Canadian Pacific from Sudbury, and we pass under the large bascule bridge which carries the railway over the river. (*For description, see page 55*). Swinging into Whitefish Bay, we enter the majestic Lake Superior, across which we travel for over eighteen hours, losing sight of land entirely. This is perhaps the most delightful part of the journey, for we have made numerous acquaintances, we have cooled off, and we have acquired some startling appetites. Presently, however, we begin to near shore. One of the most striking headlands is Thunder Cape, a huge promontory that juts out into the lake.

Port Arthur
Fort William In a short time thereafter, we sight the giant elevators of the "twin cities" of Port Arthur and Fort William, the outlet of the great grain crops of Western Canada. At both cities we dock, and from Fort William continue our westward journey to Winnipeg, and beyond, by railway. (*See page 57*).

SUDBURY TO SAULT STE. MARIE: 179 miles

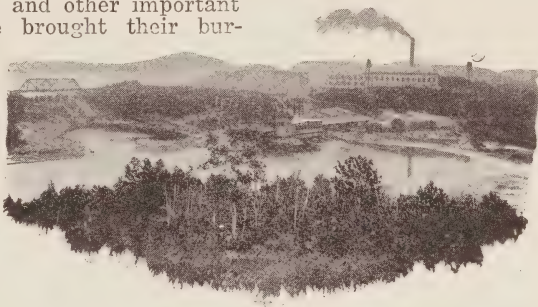
(*For Map, see page 49*).

Sudbury
Copper Cliff
Whitefish
Worthington
Espanola
Webbwood

An important branch line leaves the main line at Sudbury, and runs in a south-westerly direction to Sault Ste. Marie. It traverses the great Mississauga Forest Reserve, a block of land 2900 square miles in extent, exceedingly rich in lumber resources and to some extent in minerals. At Copper Cliff is the smelter of the International Nickel Company, which has a maximum output of 6,000 tons of matte per month. The country beyond is wild and broken, a land of stern rocky hills and swift eddying rivers, and the enthusiast for outdoor life will find through this region some of the finest opportunities anywhere on this continent. For example, Whitefish is the gateway to Lake Penage, which affords some of the best bass fishing in Canada. At Worthington one of the Mond Nickel Company's mines is located; at Turbine, the next station, the International Nickel Company has a standard guage railway running to their power plant. Espanola (*population 3500*) has a large mill operated by the Spanish River Pulp and Paper Company, producing 300 tons of newsprint daily.

**Massey
Cutler
Blind River
Thessalon
Desbarats**

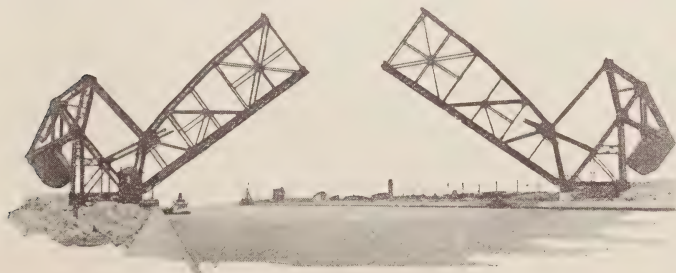
Leaving Webbwood, a railway sub-divisional point, we enter the country on the shore of Lake Huron, the chief industry of which is concerned with the various lumber products. Considerable towns, such as Cutler, Blind River, and Thessalon, exist for the operation of planing mills, box and door factories, saw mills, lath mills, and basket and wood product factories. All the rivers flowing from the north—the Spanish, the Blind, the Thessalon, and other important streams—have brought their burden of logs, and here by the waters of Lake Huron, they are converted into commercial articles. The town of Blind River is the usual terminus of the long canoe trip down the



Paper Mill, Espanola

Mississauga River (see under Biscotasing, page 57). Cutler affords a convenient point from which to take steamer to Manitoulin Island, another great sporting district that lies in the North Channel of Lake Huron. From Thessalon steamers run to various points up and down the lake. From Desbarats, a popular summer resort and the port for St. Joseph's Island, we run through a pleasant farming country and soon, through trees and cottages, catch the gleam of the St. Mary's River.

Sault Ste. Marie—(Population, 23,000) is an important city that lies on the St. Mary's River, which separates it from the twin city of the same name situated in the State of Michigan. The river, which is a very rapid one with dangerous rapids, is bridged by nine 240 ft. through truss spans. On the Canadian side the Canadian Canal is crossed by a swing span 410 feet long, and on the American side, the United States Canals are crossed by a 98 ft. swing span and a 430 ft. bascule span. This latter span is unique in design, being the only one of its kind in the world; the two arms are so locked together in the centre, when the bridge is closed, that the trusses act as a single span from pier to pier, but when canal traffic demands it, this huge span automatically uncouples in the centre and the two halves open upwards on their trunnions like two gigantic cranes. Historically, Sault Ste. Marie has great interest. The first settlement was formed by French fur-traders and Jesuit Fathers about 1632; and the small settlement was named in gratitude to the Virgin Mary after a hard fight with Indians. The village, then under British rule, was at-



Canadian Pacific Bascule Bridge, Sault Ste. Marie

tacked and pillaged by an American force in the War of 1812. The development of the city dates back hardly more than thirty years, when the building of the ship canal and the coming of the Canadian Pacific Railway gave it a great impetus. Sault Ste. Marie has large steel mills, with a monthly output of 83,000 tons of steel products and 50,000 tons of coke, paper mills, with a daily output of 230 tons of paper and 300 tons of pulp and ground wood, and large tar and chemical factories. There is still available some 15,000 horse-power furnished by the St. Mary's rapids and developed by the Great Lakes Power Company. The Canadian Great Lakes Steamship trip, from Port McNicoll or Owen Sound to Fort William, traverses the Soo Canal, and a full description of that wonderful engineering work will be found on page 53.

SOO LINE

Sault Ste. Marie to St. Paul and Minneapolis: 501 miles

Sault Ste. Marie, Mich.

**Manistique
Gladstone
Rhinelander
Prentice
Cameron
Osceola
St. Paul
Minneapolis**

From Sault Ste. Marie another train crosses the St. Mary's River to the duplicate city of the same name that lies in the State of Michigan. Leaving it behind, we run through a prosperous and settled farming territory on the lines of the Minneapolis, St. Paul and Sault Ste. Marie Railway, better known as the "Soo Line".

Shortly before reaching St. Paul, the St. Croix River is crossed, forming the boundary line between the States of Minnesota and Wisconsin. The Dalles, which may be seen from the train, have been set aside by both states as an interstate park. Connection is made at Minneapolis and St. Paul for points north, south and west. (See page 78.)

SAULT STE. MARIE TO DULUTH: 418 miles

Sault Ste. Marie, Mich.

**Marquette
Negaunee
Ishpeming
Nestoria
Superior
Duluth**

The Duluth, South Shore and Atlantic Railway affords a direct line from Sault Ste. Marie to the fast developing commercial centres of Duluth and Superior, at the extreme southwestern corner of Lake Superior. Leaving Sault Ste. Marie in the evening, these cities are reached the

following morning, after a fast, comfortable ride on a perfectly appointed train. The territory traversed is historic, much of it having been explored by the early French voyageurs, who were the first to map the south shore line of Lake Superior. It is a country too, which is rich in minerals, particularly iron and copper. Many of the mines may be viewed from the train, and form an unusually interesting scene for those who are making their first trip through a mining country.



Duluth

SUDBURY TO PORT ARTHUR: 549 miles*(For Map, see page 49).*

**Murray
Azilda
Chelmsford
Larchwood
Levack
Cartier**

We climb steeply for the first three miles out of Sudbury to the Murray Mine of the British American Nickel Corporation, and then descend into a stretch of rich farming country which ends near Larchwood. Resuming the climb, we pass the high falls of the Vermillion River — creamy, foaming water cascading far below the train. At Levack we see the spur line which runs to the Mond Levack Nickel Mine, which contains over five million tons of nickel and copper ore. Through a country of hills, lakes, bush, and rock we reach Cartier, some five hundred feet above Sudbury and a railway sub-divisional point.

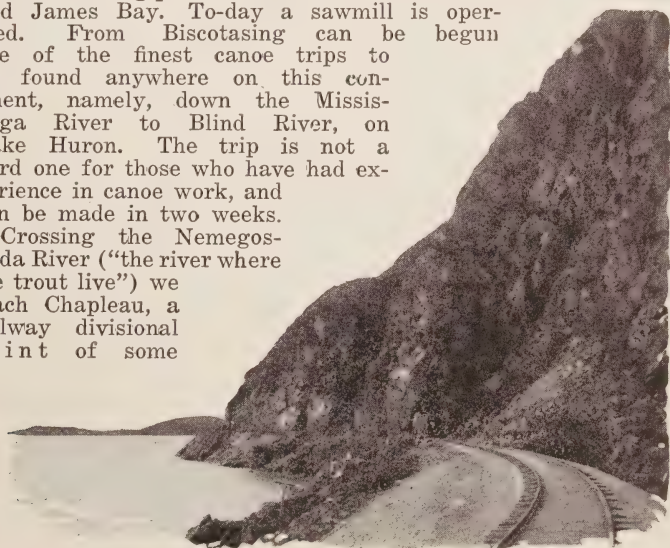


Mississauga River

**Pogamasing
Metagama
Biscotasing
Ramsay
Woman River
Nemegos
Chapleau**

From Cartier to Chapleau we traverse a country of rivers, lakes and muskegs, abounding in game. From Cartier to Biscotasing, by the waters of the Spanish River, and north of Nemegos, moose and red deer are plentiful. Again the Indian names are suggestive to the traveller. Pogamasing means "shallow gravel rapids", Metagama "a river widened into a lake", Biscotasing "a narrows, filled with water lilies, connecting two lakes". Biscotasing was established before the first spike of the Canadian Pacific was driven, for here the Hudson's Bay Company maintained—and still maintains—a trading post on the canoe route to Flying Post and James Bay. To-day a sawmill is operated. From Biscotasing can be begun one of the finest canoe trips to be found anywhere on this continent, namely, down the Mississauga River to Blind River, on Lake Huron. The trip is not a hard one for those who have had experience in canoe work, and can be made in two weeks.

Crossing the Nemegos-anda River ("the river where the trout live") we reach Chapleau, a railway divisional point of some



Along the North Shore of Lake Superior

2,500 people. Here the Dominion Government is building a new Indian School at a cost of \$100,000, and here is the only hospital between Sudbury and Port Arthur, maintained by the people of Chapleau, Nicholson, and White River, and named in memory of Lady Minto, wife of a former Governor-General of Canada.



Nipigon

Nicholson
Dalton
Missanabie
Franz
White River

Nicholson is a lumbering village, with a sawmill, and from this place and from Dalton come many of the jackpine ties on which we ride. Missanabie ("the pictured waters") is near the divide which separates the waters flowing south to Lake Huron from those running north into Hudson Bay. This country is another network of waterways and excellent trout fishing—indeed, sport of all kinds is obtainable. From Missanabie, too, some splendid canoe trips can be made either north or south into a country of wild and fascinating beauty.

We cross at Franz the metals of the Algoma Central Railway, which runs south to Sault Ste. Marie (*see page 55*) and north to Hearst. Six times our train crosses the White River before we run into the yards of the subdivisional point to which it gives its name. Here cattle in transit are rested, fed and watered in the company's stockyards.

Heron Bay
Peninsula
Coldwell
Jack Fish

From White River the character of the country changes little until we reach the shores of Lake Superior, near Heron Bay, so named from a blue heron which was shot down into the lake. From this point no traveller can afford to miss the magnificent panorama of grand and impressive beauty which is unrolled before him. Our train runs upon a ledge cut in the face of huge rock cliffs which rise steeply from the deep, cold waters of Lake Superior—rock which is said by geologists to be the oldest in the world. We plunge into deep cuts, rock tunnels, and out again into dazzling sunshine which turns to blue the distant islands fringing the shore and the distant promontories ahead and behind. In these waters are caught the lake trout and whitefish served so tastefully in the dining car. Coldwell is a community of lake fishermen. Jack Fish takes its name from Jackfish Bay, around which we wind so sharply that we can see our engine from the rear platform of the observation car. Lake Superior is in size as large as Ireland.

Schreiber
Rossport

Schreiber is a railway divisional point. Inland from it is a country with good mineral prospects. Much gold has been located, and it is confidently anticipated that it will prove to be in paying quantities. Ross-



Thunder Cape, near Port Arthur

port is the headquarters of the lake fishing industry, and from here on we follow the shore of Nipigon Bay, separated from the lake proper by a chain of islands. This territory west of Heron Bay, the many islands, and the Nipigon Lake district, may be said to be the finest country in Canada for caribou and moose. On islands such as Simpson Island (reached from Nipigon) these stately animals live undisturbed until the sportsman comes in the late fall.

Nipigon Nipigon is a village at the mouth of the Nipigon River, which descends in rapids at the point over which we cross. The trip up the river across stormy Lake Helen, past Camp Alexander—a permanent settlement—is a magnificent one. Nipigon is the Mecca of trout fishermen the world over. In the clear, cold waters of all the streams flowing into Lake Superior are speckled trout of remarkable size, with fighting qualities which prove them to be the gamest of all the finny tribe. But none is so wonderful as the Nipigon, which is world-famous for the giant trout which are found in it. The river is forty miles long, with numerous lake expansions and surging rapids. Local guides declare that the river can never be fished out, that, notwithstanding the number of years it has been fished, five-pounders are still common, and that proof of its unfailing yield lies in the large number of devotees who return season after season. The Nipigon is protected by the Provincial Government, which has set aside the lake and the land for twenty miles around it as a forest reserve.

Hurkett Three miles beyond Nipigon, the railway turns
Dorion around the base of a bright red cliff known as Red
Loon Cliff, and, carefully avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Port Arthur. Along the line west of Hurkett, farming is developing well, while Pearl and Loon are favorite holiday resorts with the people of the twin cities at the head of the lake. Several times we catch glimpses of Thunder Bay, with mighty Thunder Cape standing out into the lake in its solemn and impressive aloofness. The "Sleeping Giant", a huge promontory of basaltic rock on the other side of the bay, is said by Indians to be the image of the Great Spirit, keeping watch over his ancient treasure trove, and it is his voice which gives the magnificent mount the name of Thunder Cape. Just behind Thunder Cape, to give the legend verisimilitude, lies Silver Island, a mine which in its day, before it was flooded, yielded much wealth. From here it is a short run into Port Arthur.

PORT ARTHUR TO WINNIPEG: 424 miles

(For Map, see page 49).

Port Arthur The "twin cities" of Port Arthur and Fort
Fort William William have a distinction that is peculiarly their own. Situated at the head of navigation on Lake Superior, they form the funnel through which Western Canada's huge grain crops find their way every year into the markets of the world. Together they constitute Canada's great-



Port Arthur



Fort William

est grain port. Hauled hither by railway cars from the west, the grain is consolidated into great bulk, transferred to lake steamers, and by them carried down the Great Lakes to Port McNicoll, Buffalo and other ports. As many as 369,000,000 bushels of grain have passed through these two cities in one year (1916). The total capacity of the seventeen great public terminal elevators is in excess of 46,000,000 bushels.

Port Arthur (*population 18,000*) is the judicial centre for the District of Thunder Bay. It has a shipbuilding plant, pulp and paper plants, lumber mills, blast furnaces, and ore and coal docks, as well as elevators. It is a modern city with substantial buildings, hotels, wholesale houses, factories, fine hospitals and an extensive school system. A fertile country suitable for all agricultural pursuits, with large areas of lumber and pulp wood, surrounds it.

Fort William (*population 28,000*) is situated at the mouth of the Kaministiquia River, and is the divisional point between the Eastern and Western Lines of the Canadian Pacific Railway, and also, the terminal of the Canadian Pacific's Great Lakes steamer services (*see page 53*). Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the company. Previous to that, a fort was established in 1731 at the same spot by La Verendrye, the French explorer.

As a summer resort the Twin Cities have many attractions. They are the gateway to a vast area of almost unexplored territory of forest, lake, stream and mountain. Excellent big and small game hunting, including moose, red deer, caribou, and brown bear, and superfine fishing—trout, bass, maskinonge—is to be obtained. There are a number of popular summer resorts in the vicinity, of which Silver Island, some twenty miles to the east, is the best known. Kakabeka Falls, twenty miles west of Fort William along the Kaministiquia River, are ten feet higher than Niagara, and can now be reached by a good automobile road. It is now possible to motor all the way from Port Arthur to Duluth over the Scott Highway.

Power is supplied to the Twin Cities from Kakabeka Falls, while a new plant under construction at Nipigon will give additional power. The surrounding district is well mineralized, discoveries of iron, copper, silver, gold and pyrites having been made. Pulp wood is abundant, and much pine, tamarack, poplar, birch and jack-pine is cut by the lumber mills.

The new million dollar coal dock of the Canadian Pacific on the McKellar River at Fort William, with a storage capacity of over 800,000 tons, is one of the best equipped structures of its kind on the continent. The river has been dredged out so that the largest freighters plying the Great Lakes can have easy access to the dock; the machinery, operated by electricity, is capable of unloading a ten thousand ton freight steamer in ten hours, and the coal can be transferred to cars for shipment by rail in equally fast time. There are railway workshops and yards here.

**Westfort
Murillo
Kaministiquia
Raith
Upsala
English River
Bonheur
Ignace**

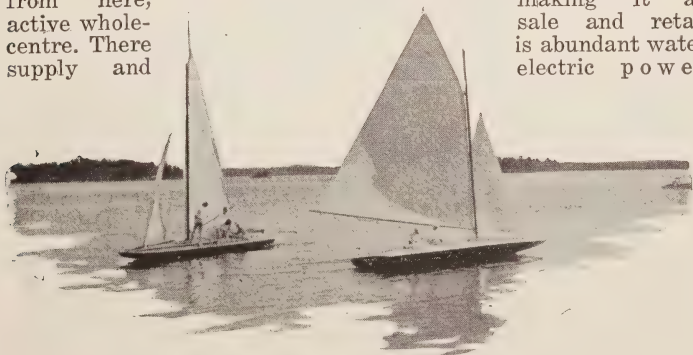
Leaving Fort William behind, the railway traverses for nearly four hundred miles a wild, broken region of primeval beauty, with rapid rivers and many lakes, but uncultivated. Exploration has, however, established it to be a country rich in mineral possibilities, with valuable areas of timber and pulp wood. Murillo is the station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, of the Kaministiquia River, where the power for the Twin Cities is developed. Dotted along this territory are small farms and lumber camps, scenes of continuous activity. The railway follows the river and then ascends the Mattawan and Wabigoon rivers. Between Fort William and Winnipeg a fairly considerable ascent is made to cross the watershed between Lake Superior and the Red River Valley. There is excellent trout fishing near most of the stations. From Bonheur the Sawbill mining country is reached by government wagon road. Ignace is a railway divisional point.

**Raleigh
Dymont
Dinorwic
Wabigoon
Dryden
Oxdrift
Eagle River
Vermilion Bay
Hawk Lake
Kenora**

It was in 1731 that this territory was first explored, when La Verendrye made his explorations in search of the western sea. All along this line will be noticed a series of very beautiful and extensive lakes. At one time great activity was displayed by prospectors in these mining areas, and the day is doubtless not far distant when the territory will be reopened. Wabigoon is the point of departure for the Manitou mining region and also for the Seine and Rainy Lake. Dryden (*population 1000*)

is a busy centre with a large pulp and paper mill, some mining, and a fairly considerable agricultural development. At Eagle River two beautiful waterfalls will be noticed, while near Hawk Lake there are large areas of granite which have been mined from time to time for construction purposes. All through this territory and around Vermilion Bay are ideal camping spots.

Kenora (*population 6000*) stands at the principal outlet of the Lake of the Woods, one of the finest tourist resorts in North America. It derives its name from the first two letters of each of three districts, Keewatin, Norman, and Rat Portage, and is situated where the lake pours its waters into the Winnipeg River by three distinct cataracts. The lake, the largest body of water touched by the railway between Lake Superior and the Pacific, is of great beauty, dotted with hundreds of islands on many of which summer cottages have been built. The town is of great importance industrially, with its large flour mills, lumber-yards, boat building, and other factories. The tributary country is well settled with farmers, and mining prospectors draw their supplies from here, making it an active whole-centre. There is abundant water sale and retail electric power and



Yachting at Kenora

available and yet to be fully developed. The lake covers an area of one thousand square miles, and affords fine pickerel, jackfish, and maskinonge fishing.

**Keewatin
Ingolf
Rennie
Whitemouth
Molson**

Three miles west is Keewatin, practically a continuation of Kenora summer resort, with its summer houses, boats and fishing. It is a large flour milling and lumbering centre, surrounded by good timber and unlimited supplies of pulp wood. Extensive power development can be undertaken. At Ingolf the western boundary of Ontario is passed, and we enter the first of the prairie provinces, Manitoba. A gradual change will be noted in the characteristics of the country; the rocks and lumber are left behind and are succeeded by the prairie bush and level plains. We are now, in fact, entering the great prairie region of the Canadian west, which, beginning a few miles east of Winnipeg, stretches roughly speaking as far as Calgary, over 800 miles distant, and due north from the international boundary for at least 300 miles.

From Molson a subdivision runs to Lac du Bonnet (21 miles) adjacent to the Winnipeg River. This is the site of some of the magnificent power plants supplying electric energy to Winnipeg, St. Boniface and other points. From some eight power plants there can be developed about 480,000 h.p., although so far only about 75,000 h.p. is actually used. From Molson to Winnipeg there is, besides the main line, a loop line via Oakbank.

**Beausejour
Tyndall
East Selkirk
Bird's Hill**

Journeying on, at Beausejour we find a very large deposit of silica sand suitable for glass making, while at Tyndall are large limestone quarries, the product of which has been used in the construction of many of the west's magnificent buildings. Looking south from Bird's Hill, the C. P. R. grain storage elevator at Winnipeg will be noted. The company has large railway yards for handling through freight traffic, trains circling round the city by means of a double track cut-off to relieve congestion. Crossing the Red River by a long bridge, we enter Winnipeg, which claims for itself, and quite justly, the title of the Metropolis of the Prairies.

Winnipeg *Alt. 772*—The population of Greater Winnipeg is estimated at 271,958, the city itself having about 195,000. La Verendrye was the first white man to set foot in Winnipeg, arriving in 1738, when he built a fort known as Fort Rouge, which is now part of the city. Two years later he built Fort Maurepas on Lake Winnipeg, as a point more suitable for trading with the Indians. In 1806 Fort Gibraltar was built by the North-Western Trading Company, but ten years later was destroyed. In 1822 a second Fort Gibraltar was built and renamed Fort Garry when the North-Western Company amalgamated with the Hudson's Bay Company. In 1835 Fort



Portage Avenue, Winnipeg



Canadian Pacific Station and Royal Alexandra Hotel, Winnipeg

Garry was rebuilt by Governor Christie with stone, the walls running 280 feet east and west and 244 feet north and south. This was an important trading centre for the Western plains, but as late as 1871 the population of Fort Garry was only 215 souls. To-day Winnipeg is Canada's third largest city. Situated as it is, at the junction of the Red and Assiniboine Rivers, a city of beautiful boulevards and parks, many golf links, and summer and winter sports of all kinds, it is the home of a contented people. It is the capital of the Province of Manitoba.

Winnipeg is the greatest grain market and grain inspection point in the British Empire. It is the railway centre of the West, and commands the trade of the vast region to the north, east and west. Branch lines radiate in every direction. The city is handsomely built, amongst the notable buildings being the Provincial Parliament House.

The Royal Alexandra, owned and operated by the Canadian Pacific Railway, ranks amongst the finest hotels in the world. It was erected at a cost of \$1,250,000, has been extended to twice its original size, and is most handsomely decorated and furnished. The hotel is adjacent to the railway station, a magnificent building which is the headquarters of the Company's western system. Immense workshops of the Canadian Pacific Railway are here, and the railway has also in this city the two largest train yards in the world. One yard, which has been completed for several years, has 110 miles of track. The second is even larger, as it includes seventy tracks of a total mileage of 183 miles. In connection with this yard development the Canadian Pacific has a transfer elevator of a million bushels capacity. A land office of the railway is located in the city, and here also are the chief Western immigration offices of the Government, and the immigration sheds. The C.P.R. owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers.

Since the advent of cheap hydro-electric power in 1911, Winnipeg has made remarkable strides as an industrial centre. It now supplies manufacturers with what is claimed to be the cheapest power in America. During the war period the city constructed a \$16,000,000 aqueduct carrying pure, soft water from Indian Bay, a portion of Lake of the Woods which juts across the Ontario boundary into Manitoba, with a capacity of 100,000,000 gallons daily. In Winnipeg and St. Boniface are the largest western stock yards and packing houses, with enormous flour mills, mills for other cereal products, rolling mills, iron and steel works, and automobile assembling plants.

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Brandon, Man.	1545	1365	133		1341
Brantford, Ont. (b) ..	405	65	1297		2771
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Brockville, Ont.	156	239	1472	751	2947
Buffalo, N.Y. (c)	441	101	1333	613	2807
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Chicago, Ill.	853	512	913		2254
Detroit, Mich.	569	229	1197	283	2671
Duluth, Minn.	1038(d)	859(d)	404		1878(e)
Edmonton, Alta. (f) ..	2438	2259	1026	1806	836
Edmonton, Alta. (g) ..	2260	2081	848	2117	
Field, B. C.	2380	2201	969	1749	505
Fort William, Ont. ..	992	813(h)	419		1893
Fredericton, N. B. ..	459	798	1871	1312	3345
Galt, Ont.	398	57	1290	455	2764
Glacier, B.C.	2466	2286	1054	1834	420
Guelph, Ont.	395	54	1287	488	2761
Halifax, N.S. (i)	677	1018	2089	1530	3563
Hamilton, Ont. (c) ..	380	40	1272	491	2746
Ignace, Ont.	1140	960	272		1746
Kamloops, B.C.	2635	2456	1224	2004	250
Kenora, Ont.	1286	1106	126		1600
Kingston, Ont.	208	209	1442	721	2916
Lake Louise, Alta. ...	2361	2181	949	1729	525
Lethbridge, Alta. (f) ..	2370	2191	959	1739	768
Lethbridge, Alta. (j) ..	2183	2004	772	1544	863
Lindsay, Ont.	294	67	1196	581	2670
London, Ont.	455	115	1311(k)	398	2785(k)
Medicine Hat, Alta. ..	2068	1888	656	1436	818
Minneapolis, Minn. ..	1119(d)	939(d)	453	460	1794
Minneapolis, Minn. ..	1313(k)	972(k)			
Montreal, Que.		340(l)	1412	853	2886
Moose Jaw, Sask. ...	1810	1631	398	1178	1076
Nanaimo, B.C. (m) ..	2927	2748	1515	2295	41
Nelson, B.C. (n)	2690	2511	1278	2058	563
Nelson, B.C. (j)	2537	2354	1122	1894	513
New Westminster, B.C.	2877	2698	1466	2246	25
New York, N.Y.	384	539(c)	1796(a)		3270(a)
North Bay, Ont.	360		1053		2526
Oshawa, Ont.	303	37	1271	550	2744
Ottawa, Ont.	111	265(l)	1300	777	2775
Owen Sound, Ont.	461	121	1353	633	2827
Pembroke, Ont.	220		1191		2665
Penticton, B.C. (o) ..	2706	2527	1294	2074	489
Penticton, B.C. (j) ..	2795	2616	1383	2156	251
Peterboro, Ont.	262	78	1311	591	2785
Portage la Prairie, Man.	1467	1288	56		1418
Port Arthur, Ont.	988	809	424		1898
Quebec, Que.	172	513	1584	1025	3058
Regina, Sask.	1768	1589	357	1220	1117
Revelstoke, B.C.	2506	2327	1095	1875	379
St. John, N.B.	482	822	1893	1334	3367
St. Paul, Minn.	1109(d)	929(d)	464	449	1805
St. Paul, Minn.	1302(k)	961(k)			
St. Thomas, Ont.	462	121			
Saskatoon, Sask. (q) ..	1940	1761	529	1749	1204(r)
Saskatoon, Sask. (s) ..	1892	1713	480		
Sault Ste. Marie, Ont.	618	439			
Seattle, Wash.	3050	2870	1638	2418	164
Sherbrooke, Que.	106	447	1518	959	2992
Sicamous, B.C.	2551	2372	1139	1919	335
Skagway, Alaska	3874	3695	2462	3242	988
Smith's Falls, Ont. ...	129	212	1444	724	2918
Spokane, Wash. (j) ..	2576	2396	1164		773
Sudbury, Ont.	439	260	973	772	2447
Swift Current, Sask. ...	1921	1741	509	1289	965
Toronto, Ont.	340(l)		1232	512	2706
Trenton, Ont.	231	109	1341	621	2816
Trois Rivières, Que. ...	95	436	1507	948	2981
Truro, N.S.	696	1036	2107	1548	3581
Vancouver, B.C. (f) ..	2886	2706	1474	2254	
Vancouver, B.C. (j) ..	3046	2867	1634	2407	
Victoria, B.C.	2969	2789	1557	2337	83
Windsor, Ont.	567	226	1199(k)	286	2673(k)
Winnipeg, Man.	1412	1232		913	1474
Woodstock, Ont.	428	88		424	

(a) via Montreal. (b) via Hamilton. (c) via Toronto. (d) via Sudbury.
(e) via Winnipeg. (f) via Calgary. (g) via Saskatoon. (h) 655 miles via
Port McNicoll and steamship. (i) via Digby; 83 miles further via Moncton.
(j) via southern route. (k) via Chicago. (l) via Lake Shore; 2 miles less
via Peterboro. (m) via direct steamer. (n) via Revelstoke. (o) via Sicamous.
(q) via Regina. (r) via Edmonton. (s) via Wynyard.



PASSENGER AND FREIGHT

DIRECT SAILINGS

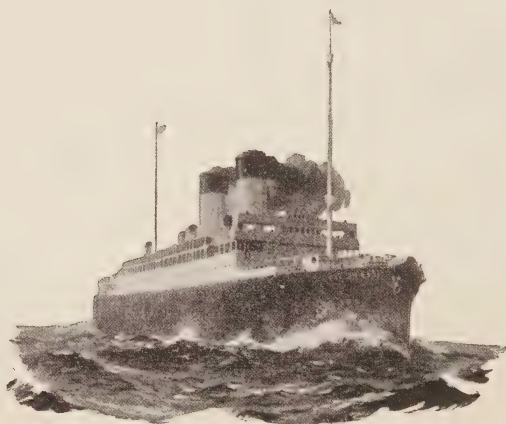
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Via the World-famed St. Lawrence Route
—two days on sheltered waters—to

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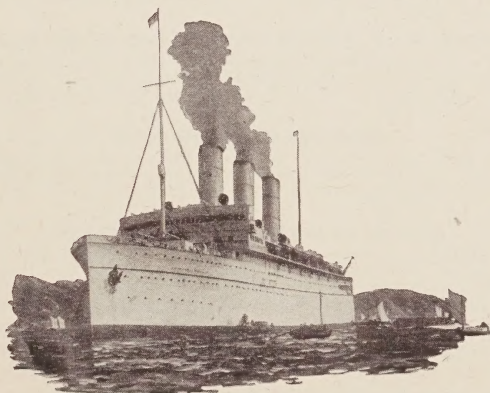
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QUICKEST TIME ACROSS THE PACIFIC

10 Days to Japan

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CANADIAN PACIFIC RAILWAY TRAFFIC AGENTS

**WILLIAM BALLANTYNE,
General Passenger Agent, (Ocean Traffic), Montreal, Quebec.**



BUREAU OF CANADIAN INFORMATION

The Canadian Pacific Railway has established a Bureau of Canadian information as a branch of its Department of Colonization and Development, with the object of disseminating reliable and up-to-date information as to agricultural and industrial openings in all parts of Canada.

WESTERN CANADA FARM LANDS

The Company has yet for sale several million acres of choice farm lands in Western Canada, at low prices and on long terms of payment. In certain districts lands will be sold without settlement restrictions, but the Company is prepared to grant special concessions to those who will settle upon and develop their farms.

IRRIGATED FARM LANDS

In its irrigation districts in Alberta, the Company has irrigated lands for sale at reasonable prices and on terms extending over twenty years. Under certain conditions loans for improvements will be granted purchasers of irrigated lands in amounts up to two thousand dollars, to be repaid with land instalments.

EASTERN CANADA FARM LANDS

Lists of selected improved farms, available for settlement in Ontario, Quebec and the Maritime Provinces, with the names and addresses of their owners, may be obtained on application at any office of the Department.

INDUSTRIAL INVESTIGATION AND RESEARCH

Investigations, looking to the utilization of undeveloped natural resources and waste products and new industrial processes, are being carried on by the Research Section of the Department. Inquiries as to promising fields for investigation in this connection are invited.

INDUSTRIAL OPENINGS

Reliable information as to sites for new industries in all parts of Canada, and of special business openings in the growing towns and cities along the lines of the Canadian Pacific Railway in both Eastern and Western Canada, will be gladly furnished on request.

CANADIAN INTELLIGENCE SERVICE

Well equipped Canadian reference libraries have been established by the Department at Montreal, New York, Chicago, and London, England. These libraries contain the fullest information on all matters relating to Canada and her undeveloped resources, and are kept supplied with the latest information pertaining to new developments through the medium of a news service organized through the co-operation of the other departments of the Company's service. The information on hand in these libraries is available without charge to those interested, and inquiries addressed to any office of the Department will receive prompt attention.

DEPARTMENT OF COLONIZATION AND DEVELOPMENT, CANADIAN PACIFIC RAILWAY

MONTREAL:—C.P.R. Bureau of Canadian Information, H. P. Timmerman, Industrial Commissioner, Windsor St. Station.

CALGARY:—M. E. Thornton, Supt. of U.S. Agencies, Dept. of Natural Resources Bldg.

CHICAGO:—C.P.R. Bureau of Canadian Information, 165 East Ontario Street.

E. G. WHITE, Superintendent,
MONTREAL, Que.

WINNIPEG:—J. F. Sweeting, Industrial Agent, C.P.R. Depot.

NEW YORK:—C.P.R. Bureau of Canadian Information, Madison Avenue and 44th St.

LONDON:—A. E. Moore, Manager, 62-65 Charing Cross.

J. S. DENNIS, Chief Commissioner,
MONTREAL, Que.

CANADIAN PACIFIC HOTELS

Name of Hotel, Plan, Distance from Station and Transfer Charge.	Altitude	Season	No. Rooms	Recreations
St. Andrews, N. B. The Algonquin— 1 mile—50 cents.	A 150	June 20- Sept. 30	219	Golf, Bathing, Boating, Yachting (Passamaquoddy Bay, St. Croix River).
McAdam, N. B. McAdam Hotel— At Station.	A 445	All year	15	Hunting in Season.
Quebec, Que. Chateau Frontenac— 1 mile—50 cents.	E 300	All year	324	Scenic and Historical interest, Golf, Motoring (Plains of Abraham, St. Anne de Beaupre).
Montreal, Que. Place Viger Hotel— At Place Viger Station. 1½ miles from Windsor Station— 50 cents.	E 57	All year	114	Historical and Scenic interest, Mt. Royal and St. Lawrence River.
Winnipeg, Man. The Royal Alexandra— At Station.	E 760	All year	389	Golf, Motoring, centre of Canadian West (Site of old Fort Garry).
Calgary, Alta. Hotel Palliser— At Station.	E 3425	All year	298	Golf, Motoring, Fishing (Trout).
Banff, Alta. Banff Springs Hotel— 1½ miles—50 cents.	E 4625	May 15- Sept. 30	280	Mountain drives and climbs, Golf, Bathing, Fishing (Trout), Boating, Riding (Rocky Mountains Park).
Lake Louise, Alta. Chateau Lake Louise— 3½ miles—50 cents. Narrow Gauge Railway.	E 5670	June 1- Sept. 30	265	Boating, Mountain climbs, Pony trails, Fishing (Trout), Riding.
Emerald Lake (near Field), B. C. Emerald Lake Chalet— 7 miles—\$1.00.	A 4066	July 1- Sept. 15	16	Boating, Fishing (Trout), Pony trails to Yoho Valley, Takakkaw Falls, Riding.
Glacier, B. C. Glacier House— 1½ miles—50 cents.	A 4086	July 1- Sept. 15	86	Pony trails, Climbs, Exploring Glaciers, Riding.
Sicamous, B. C. Hotel Sicamous— At Station.	A 1146	All year	61	Boating, Fishing (Trout) (Sicamous Lake).
Penticton, B. C. Hotel Incola— Near Steamer Wharf.	A ...	All year	62	Boating Okanagan Lake, Fishing (Lake Trout).
Cameron Lake, B. C. Cameron Lake Chalet— Vancouver Island.	A ...	May 1- Sept. 30	...	Fishing (Trout), Boating, Splendid forests (Salmon fishing adjacent).
Vancouver, B. C. Hotel Vancouver— ½ mile—25 cents.	E 100	All year	488	Golf, Motoring, Fishing, Steamboat excursions.
Victoria, B. C. Empress Hotel— 200 yards.—25 cents	E Sea Level	All year	278	Golf, Motoring, Yachting, Sea and stream fishing.

A—American Plan. E—European Plan.

**ANDREW ALLERTON, General Superintendent,
Canadian Pacific Hotels, Montreal.**



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